



**The Federation of Motor Sports Clubs of India**

**2010**  
**FMSCI Road Racing**  
**Championship Regulations**  
(1<sup>st</sup> edition)

**Member of**



Federation Internationale  
de l' Automobile



Federation Internationale  
de Motocyclisme



Indian Olympic Association

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**THIS BOOK PREVAILS OVER ALL OTHER FMSCI RULE BOOKS EXCEPT THOSE REFERRED TO AS AN APPENDIX.**

FMSCI

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## **AMENDMENTS TO THE ROAD RACING Championship REGULATIONS**

The FMSCI, through the 2W Racing Commission may at any time amend any or all provisions of the Regulations.

The 2W Racing Commission is competent to study any proposal of changes to the FMSCI Road Racing Championship Regulations.

FMSCI

## General Undertakings and Conditions

All riders, team personnel, officials, promoters / organizers and all the persons involved in any capacity whatsoever participating in the Road Racing Championship, Challenge, Cup or Series (hereinafter collectively referred to as the "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. CIRCUIT STANDARDS
5. MEDICAL CODE

as supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations").

All the persons mentioned above may be penalised in accordance with the provisions of the Regulations. Whilst the Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

## 1. SPORTING REGULATIONS

### 1.1 Introduction

1.1.1 A series of motorcycle races counting toward the FMSCI Road Racing Championship for Riders and Teams will be organised.

### 1.2 Events

1.2.1 The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and FMSCI Stewards during that period.

1.2.2 Events must be staged on race circuits that have been approved by the FMSCI for the Championship.

1.2.3 Events must not include any other races except for support races approved by the FMSCI.

1.2.4 Any activity involving 4 wheels racing vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval from FMSCI.

1.2.5 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

1.2.6 The FMSCI's insurance covers personal accident (Rs 2 Lakhs +40,000 *hospitalization*) for 150 riders having valid *FMSCI* competition license & officials (100). However, the competitors are requested to take any additional insurance policy as they may deem fit. Third party liability cover is only for the organizers.

1.2.7 At least 60 days prior to the Event, the Organisers of the event must submit the following information to the FMSCI.

a – Confirmation of the name and address of the Promoters/ Organisers, including telephone and facsimile numbers for correspondence.

b – The date and place of the Event.

c – A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.

d – The location at the circuit of the rider information centre and the official notice board.

e – The name and address of the company providing the third party liability insurance cover and the number of the policy.

f – Name of the organizing club.

g – The name of the Clerk of the Course (with FMSCI/ FIM Clerk of the Course license).

h – The name, address and telephone number of the Chief Medical Officer.

i – The name, address and telephone number of the hospitals designated for the event.

*j – the classes to be run*

*k – Entry Fees*

*l – Prize money*

N.B. The Organiser is required to produce or publish any Supplementary Regulations for the event atleast 4 weeks prior to the start of every round.

1.2.8 At least 30 days before the Event, Organizers/ Promoters must publish the above information and post it to all teams with an entry for the Event.

### **1.3 The Paddock**

1.3.1 The Paddock, pit boxes and all other facilities must be available to teams at least on the Friday prior to a Sunday race and remain available to competitors for at least one day and, if possible, two days after the event.

1.3.2 Access must be available for teams arriving to set up between the hours of 08:00 and 22:00.

1.3.3 At all times that the Paddock is occupied there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock.

1.3.4 When the Paddock is occupied there must be an adequate medical and fire fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FMSCI etc.

1.3.5 Full security must be supplied to the Paddock area from at least midnight of the Friday prior to a Sunday race until midnight of the Monday following the race.

### **1.4 Officials**

All the following Officials must be present and available at the time necessary to ensure smooth and efficient running of the Event:

### 1.4.1 Permanent Officials

All permanent officials shall be appointed by FMSCI for the Events.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the officials will be expected to be present at each event.

**Race Director** *(For 2010, approved by the FMSCI)* Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director is also responsible for all communications between the event management and the FMSCI Stewards.

The Race Director has no authority for the application of sanctions.

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

**Technical Director** Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature. He shall act independently and submit his report to the Race Direction. He shall have the liberty to decide on the additional components to be checked during post-event scrutiny apart from the following mandatory components for the National Championship. The Race Direction / Stewards may add any other component/s to the list after discussion with the Technical Director :

Mandatory Post-Event Scrutiny :

Group "D" :

- 1) Verification of Cubic Capacity
- 2) Engine Number
- 3) Chassis Number
- 4) Primary / Secondary Ratio
- 5) Air filter
- 6) Carburetor

Group "B" :

- 1) Verification of Cubic Capacity

**1.4.2 Individual Event officials**

All individual Event Officials shall be appointed for each event by the Organiser.

They are:

**i) Clerk of the Course** Responsible for:

a – Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.

b – Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (i.e. marshals, doctors, ambulances, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.

The Steward / s, Race Director, the Safety Officer, the Clerk of the Course, and the Medical Director, will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the all practice sessions and warm up.

During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the Safety Officer.

c – Taking decisions to ensure the smooth and efficient running of the event.

d – Ensuring that the event is run within the Regulations.

- e – Notification of protests to the Race Direction.
- f – Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.
- ii) **Secretaries** Responsible for:
  - a – During the event effecting communications between the various officials.
  - b – Providing secretarial support for the Event Management Committee, the Race Direction and the FMSCI Stewards.
  - iii) **Other Officials** Starter, Marshals, Technical Scrutineers, Security Personnel, Medical Staff etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

iv) **Medical Director** Responsible for liaison with the Chief Medical Officer appointed by the Organisers to ensure compliance with the Medical Code.

v) **Chief Safety Officer** Responsible for the supervision of all aspects of safety.

#### 1.4.3 The Race Direction

The Race Direction shall be appointed for the Championship.

#### 1.4.4 The FMSCI Stewards

The FMSCI Stewards shall be appointed for each event by the FMSCI.

### 1.5 Event Management

1.5.1 The management of the event will be carried out by the Organiser/ Organising club.

1.5.2 At any time the duties of the Event Management are:

- a – To ensure the smooth and efficient running of the event.
- b – To make recommendations to the Race Direction concerning any matter that is in contradiction to the Regulations.

c – To report to the Race Direction any infringements of the Regulations.

d – To receive reports from the various Officials concerning scrutineering, practice and races and report to Race Direction.

## **1.6 Race Direction**

1.6.1 The Race Direction will comprise the following persons:

- The FMSCI Representative (appointed by the FMSCI)
- The Organisers's Representative
- The Race Director
- The C.O.C
- The Riders' Representative (appointed / approved by FMSCI)

1.6.2 The quorum for a meeting of the Race Direction is three persons.

1.6.3 Each member has one vote. Decisions are based on a simple majority.

1.6.4 The Race Direction will meet at any time required during the event.

1.6.5 The duties of the Race Direction are:

- a – To take decision as provided in the Regulations.
- b – To impose penalties for any infringements of the Regulations.
- c – To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- d – To adjudicate on any protest relating to infringements of the regulations.

## **1.7 The FMSCI Stewards**

1.7.1 There will be a panel of three FMSCI Stewards (with FMSCI/ FIM Sporting Steward license) supervised by the Chief Steward who will chair the meetings.

1.7.2 The Chief Steward and the other Stewards are responsible for enforcing the Regulations.

1.7.3 The quorum for a meeting of the FMSCI Stewards is two persons.

1.7.4 If the Chief Steward is indisposed during the Event then the second FMSCI Steward will fill the vacancy.

1.7.5 Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.

1.7.6 The FMSCI Stewards have no executive role in the running of the events.

1.7.7 The FMSCI Stewards will meet at any time required during the event.

1.7.8 The FMSCI Stewards are responsible for:

- a – Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
- b – Adjudicating on any appeal against the decisions of the Race Direction.

1.7.9 All decisions of the FMSCI Stewards must be communicated in writing to the Race Direction and all affected parties.

## **1.8 The Calendar**

1.8.1 The calendar of races counting for the Championships will be, in principle, published by no later than 60 days prior to Round 1.

## **1.9 Classes**

1.9.1 Classes will be as specified under section 1.2 of the FMSCI technical regulations. For National Championships there should be a minimum of 3 classes run separately.

1.9.2 Technical Regulations governing the groups are provided in the FMSCI Road Racing Technical Rules for the FMSCI Championship.

## **1.10 Eligible Competitors**

The rider must be in possession of an "FMSCI Road Racing License" or FIM Road Racing License issued by FMSCI.

Licenses for riders are issued only when the minimum age has been attained as below:

13 Years for Group D upto 130CC & moped Class .

For all other Groups and Classes – 15 years.

### **As from 01.01.2009:**

The limit for the minimum age starts on the date of the rider's birthday.

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

## **1.11 Entries**

1.11.1 Each entry must specify, for each rider, the insurance company providing the minimum cover specified by FMSCI, the number of the policy and the expiry date of the policy.

1.11.2 Each Team entry commits the team to designate a rider to compete in all the events of the Championship in the chosen class. Exceptions can only be made as follows:

i) A team may withdraw a rider from an event which has already started, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of "Force Majeure". A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the Medical Director.

ii) A team may withdraw a rider from additional events in the Championship only for medical reasons or other reasons of "Force Majeure". Withdrawals for medical reasons must be supported by a letter from a qualified Doctor and are subject to verification by another medical practitioner appointed by FMSCI at its own expense. In the event that the medical practitioners appointed by FMSCI do not support the opinion of the Riders doctor, the following shall apply:

- a) The opinion of the medical practitioners appointed by FMSCI shall be deemed to prevail; and
- b) The rider shall pay all costs incurred in the examination and reporting by the medical practitioners appointed by FMSCI .

Teams must make every reasonable effort to provide a qualified substitute rider to fulfill their entry obligations. However no substitution or replacement of the entered rider may be made after 17h00 on the first day of the event.

iii) For reasons not being medical reasons and not being reasons of "Force Majeure", and subject to the Team obtaining the approval of FMSCI (who shall not be obliged to give reasons for any refusal to approve), a Team may replace a rider which that Team has entered in the Championship with another rider ("replacement rider") for remaining rounds of the Championship.

Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by FMSCI.

1.11.3 If a team is unable to provide a substitute rider, then FMSCI may decide to allow another rider, on an event by event basis, to reach the required number of entries. Article 1.10. will apply to all replacement and substitute riders.

1.11.4 A compulsory briefing will be held for all the riders who will be participating in the current Championship, before the riders go in for the first practice.

Failure to attend the briefing in full will result in disqualification from the event.

A waiver can be granted to a rider by the Race Direction.

1.11.5 A rider shall be deemed to have taken part in the event when he participates in, at least, one practice session.

1.11.6 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

## **1.12 Starting Numbers**

1.12.1 Each rider accepted for the Championship will be allocated a specific starting number which will be valid for the whole Championship. In general, the starting numbers will be based on the results of the team riders in the previous year's Championship or in other similar events.

## **1.13 Schedule**

The Schedule will be decided by the Organiser/s and published under the Supplementary regulations of the event not less than 3 weeks before the event. *The schedule must provide for a minimum of 2 hours for the post-event scrutineering.*

1.13.2 The above schedule can only be varied as follows:

- i) Prior to the event by the organisers;
- ii) During the event by the Race Direction.

## **1.14 Technical Control**

1.14.1 All motorcycles should be checked by the Technical Scrutineers prior to first participation in practice on safety aspects, according to the published schedule.

Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

### **1.15.1 Practice Sessions (warm-up inclusive)**

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed, at which time the red light on the finish line will be displayed. After the chequered flag, riders complete one additional lap prior to entering the pits.
- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were displayed.
- v) After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director and the FMSCI Safety Officer in response to a localised change in conditions.

### **1.15.2 Motorcycles**

A rider may practice on the motorcycle that has been scrutineered in his/her name. A rider may change to another motorcycle only in the case of irreparable damage to the principal machine, and only with the permission of the Technical Director who will authorize the issue of a new scrutineering sticker to identify the new machine. The process of authorizing a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.

### **1.15.3 Lap time**

All laps of the riders may be timed.

#### **1.15.4 Qualification for the Race**

To qualify for the race, a rider must achieve a time at least equal to **115** % of the time recorded by the fastest rider of his class.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions he/she has achieved a time at least equal to **115**% of the fastest rider in same session.

#### **1.16 Grid Positions**

**1.16.1** The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

**1.16.2** Grid positions will be based on the fastest time recorded by the riders in qualifying. In the case where qualifying has been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices (if timed).

**1.16.3** In the event of a tie, riders' second and subsequent best times will be taken into account.

**1.16.4** The final grid will be published at the latest one hour before the start of the race.

#### **1.17 Races**

**1.17.1** The length of races must be according to the following parameters:

Minimum 20 km Maximum 50 km.

**1.17.2** The length of a race may only be varied by the Race Direction.

**1.17.3** A visible countdown board will be shown at the finish line to indicate the number of remaining laps in the race.

**1.17.4** If the Timekeeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptible Power System) and to a generator.

#### **1.18 Start Procedure**

1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane.

2) Approximately 10 Minutes (except in the case of a restarted race) before the Start of the Race – Pit lane exit opens for sighting laps.

Count-down boards of 5, 4, 3, 2 and 1 minutes are shown at the pit exit. Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments or refuel.

3) Approximately 5 Minutes (except in the case of a restarted race) before the Start of the Race – Pit lane exit closes.

4) Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid.

5) When riders reach the grid after the sighting lap(s) they must take up their positions and may be attended by up to 3 persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

6) The Race Director will, at this stage, declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".

7) Riders on the grid may at this stage make adjustments to the machine or change tyres to suit the track conditions.

Tyre warmers may be used on the grid only for super bikes.

All adjustments must be completed by the display of the 3 minutes board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments or change machine. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

8) Refueling or changing fuel tank on the grid is forbidden.

9) 5 Minutes before the Start of the Warm Up Lap – Display of 5 Minute Board on the grid.

10) 3 Minutes before the Start of the Warm Up Lap – Display of 3 Minute Board on the grid. At this point, all persons other than one mechanic per rider, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.

No person (except essential officials) is allowed to go on the grid at this point.

11) 1 Minute before the Start of the Warm Up Lap – Display of 1 Minute Board on the grid. At this point, all team personnel except the mechanic will leave the grid. The mechanic will, as quickly as possible, assist the rider to start the machine and will then vacate the grid.

12) 30 Seconds before the Start of the Warm Up Lap – Display of 30 Second Board on the grid.

All riders must be in position on the grid with engines running. No further assistance from mechanic is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it or change machine. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

13) Green flag waved to start warm up lap.

In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.

The riders will make one lap, at unrestricted speed, followed by a safety car.

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An official will stand at the front of the grid holding a red flag. Any rider who arrives back at the grid after the arrival of the safety car will be directed into

the pits and may start the race from there or he must stop beside the safety car and start the race from there, as directed by a marshal.

Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs or change machine.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered, and the safety car has completed its lap, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

14) A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race

A safety car will follow behind the motorcycles for the whole of the first lap.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptible Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

Any rider who anticipates the start will be given a time penalty as described under article 1.19.

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The Race Direction will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty before the end of the fourth lap.

15) If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts.

If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane, where his mechanics may provide assistance.

16) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.

17) Unless the race is interrupted, after the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted.

18) Should there be a problem that might prejudice safety, then the Starter will display a flashing yellow light and the board "Start Delayed" and a marshal will wave a yellow flag at each row of the starting grid from the signaling platform. The start procedure will be re-commenced at the 1 minute board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.

Any person who, due to his behaviour on the grid is responsible for a "start delayed", may be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points.

#### **1.19 Penalty for Anticipation of Start**

If the race is for 25 K.M. or less the penalty will be 10 sec. If the race is more than 25 K.M the penalty will be 15 sec. This time penalty will be added to the riders total time by the time keeper.

#### **1.20 "Wet" and "Dry" Races**

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

##### **1.20.1**

1.20.1.1 Dry Races – a race classified as dry will be interrupted by the Race Director, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

1.20.1.2 Wet Races – a race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustments must enter the pits and do so during the actual race.

1.20.1.3 In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a "wet" race.

## 1.21 Behavior During Practice and Race

1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 1.22.

2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: time penalty – fine –disqualification – withdrawal of Championship points – suspension.

3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him.

Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty.

Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed

4) Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.

5) If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.

6) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.

Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

7) Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted. If a machine that has been active in the race enters the pit box, this machine is deemed to be retired and may not be used again in the race.

Refueling is strictly prohibited. Any infringement of this rule will be penalised with a disqualification.

8) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

9) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).

10) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

11) No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.

12) Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.

13) A speed limit of 50 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 50 km/h is placed up to where the sign 50 Km/h crossed out is placed.

Any rider found to have exceeded the limit during the practice will be subject to a fine of Rs.500/- for the first offence, and Rs.1000/- for subsequent offences at the same event.

Any rider who exceeds the pit lane speed limit during a race will be penalised with 10 Sec. penalty.

The Race Direction must communicate the offence to the pit of the rider after having received the information from the Official in charge.

14) Stopping on the track during practices and races is forbidden.

15) During the practice sessions and warm ups, practice starts are not permitted.

16) If the winning rider wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.

17) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track during practice sessions, warm ups and races.

18) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

## **1.22 Flags and Lights**

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

### **1.22.1 Flags and Lights Used to Provide Information:**

#### **• Green Flag**

The track is clear

This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.

This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags. This flag must be waved by the starter to signal the start of the warm up lap.

When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

#### **• Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain.

This flag must be shown motionless at the flag marshal post.

#### **• White Flag with diagonal red cross**

Drops of rain on this section of the track.

This flag must be shown motionless at the flag marshal post.

• **White Flag with diagonal red cross + Yellow and Red Striped Flag**

Rain on this section of the track & track is slippery.

These flags must be shown together motionless at the flag marshal post.

• **Blue Flag**

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points.

At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

• **Chequered Black / White Flag**

This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

• **Chequered Black / White Flag and Blue Flag**

The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (see art. 1.24.1).

• **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

• **Flashing Blue Lights**

Will be switched on at the pit lane exit at all time during practices and races.

### **1.22.2 Flags Which Convey Information and Instructions:**

#### **• Yellow Flag**

Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.

Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop.

Overtaking is forbidden up until the point where the green flag is shown.

Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred. In case of infringement of this rule during the race, the rider must go back the number of positions decided by the Race Direction. The penalty will be first communicated to the team and then a board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalized.

In both cases, further penalties (such as fine – suspension) may also be imposed.

If immediately after having overtaken, the rider realises that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

#### **• Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

At the end of each practice session and warm-up, a red light will be switched on at the finish line.

The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

#### • **Black Flag**

This flag is used to convey instructions to one rider only and is displayed motionless at the starting marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified.

Any infringement of this rule will be penalised with one of the following penalties: fine - withdrawal of Championship points - suspension.

#### • **Black Flag with orange disk ( 40 cm)**

This flag is used to convey instructions to one rider only and is displayed motionless at the starting marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

Any infringement of this rule will be penalised with one of the following penalties: fine - withdrawal of Championship points - suspension.

#### **1.22.3 Flag Dimension**

The flag dimension should be 80cms in the vertical and 100cms in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

#### **1.22.4 Flag Colour**

The Pantones for the colours are as follows:

Orange: Pantone 151C

Black: Pantone Black C  
Blue: Pantone 286C or 298C  
Red: Pantone 186C  
Yellow: Pantone Yellow C  
Green: Pantone 348C

The flags' colours will be checked the day preceding the day of the first practice session.

#### **1.22.5 Rider's number board**

Black board (70 cm horizontal X 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm. This board must be available at Starting marshal post.

#### **1.22.6 Flags Marshals posts**

The location will be fixed during the circuit homologation.

#### **1.22.7 Marshals Uniforms**

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent.

### **1.23 Medical cars ( Deleted)**

The medical cars, if they are to go on to the track, must be equipped with yellow flashing lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

### **1.24 Finish of a Race and Race Results**

1.24.1 When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

1.24.2 In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

1.24.3 The results will be based on the order in which the riders cross the line and the number of laps completed.

1.24.4 To be counted as a finisher in the race and be included in the results a rider must:

a – Complete 75 % of the race distance.

b – Cross the finish line on the race track (not in the pit lane) within 3 minutes of the race winner. The rider must be in contact with his machine.

1.24.5 The riders placed in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.

1.24.6 A new lap record for a circuit can only be established by a rider during a race.

1.24.7 Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

## **1.25 Interruption of a race**

1.25.1 If the Race Director decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

- 1) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 3 minutes after the red flag has been displayed, riders who have not entered the pit lane, riding on their motorcycle, will not be classified.

1.25.2 If the results calculated show that less than two laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run.

If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.

1.25.3 If two laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.26.

If it is found impossible to restart the race, then the results will count and half points will be awarded in the Championship.

1.25.4 If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

## **1.26 Re-Starting a race that has been interrupted**

1.26.1 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Clerk of the Course will announce a time for the

new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

1.26.2 The results of the first race must be available to teams before the second part of a race can be started.

1.26.3 The start procedure will be identical to a normal start with sighting laps, warm-up lap, etc.

1.26.4 Conditions for the re-started race will be as follows:

i) In the case of situation described in 1.25.2 (less than 2 laps completed) above:

a. All riders may re-start.

b. Motorcycles may be repaired. Refueling is permitted.

c. The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.

d. The grid positions will be as for the original race.

ii) In the case of situation described in 1.25.3 (2 laps or more and less than two-thirds completed) above:

a. Only riders who are classified as finishers in the first race may re-start.

b. Motorcycles may be repaired. Refueling is permitted.

c. –the number of laps of the second race will be the number of laps required to complete two thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 3 laps.

d. The grid position will be based on the finishing order of the first race.

e. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.24.4 will apply.

<b>1.27 Check Area</b>
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At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the

Technical Director, must be removed to a check area pending inspection by the Technical Scrutineers or potential protests.

Machines will normally be released from the check area 30 minutes after the finish of the race.

## **1.28 Championship Points and Classification**

1.28.1 Riders will compete for the FMSCI Road Racing Championship.

Teams will compete for Team Championship.

1.28.2 For riders, the points will be those gained in each race.

1.28.3 For Teams, only the 2 highest placed motorcycles will gain points, according to the position in the race.

In the case of a one rider Team then only the points scored by that rider will count towards the Team Championship.

1.28.4 For each race, Championship points will be awarded on the following scale:

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

1.28.5 All races will count for the Championship classification.

1.28.7 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.

1.28.8 The Champions in each category are obliged to attend the official FMSCI ceremony.

## **1.29 Instructions and Communications to Competitors**

1.29.1 Instructions may be given by the Race Director and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations.

Circulars will be posted on the official notice board and given to the specific team or rider.

1.29.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

1.29.3 Any communication from the Race Direction, the Permanent Officials or the Clerk of the Course to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Race Direction, the Permanent Officials or the Clerk of the Course must also be made in writing.

## **1.30 Team personnel in the pit lane**

For safety reasons, the following rules must be strictly respected.

1.30.1 Team personnel will not be permitted in the pit lane during practices, warm-up and race of another class unless they are making adjustments to their motorcycle.

1.30.2 The maximum number of team personnel per rider in the working area in front of the pits is limited to 5.

1.30.3 The maximum number of team personnel per rider on the signaling platform is limited to 3 for all the classes.

**\*\* END \*\***



**The Federation of Motor Sports Clubs of India**

**2010FMSCI Disciplinary  
& Arbitration Code**

Member of



Federation Internationale  
de l' Automobile



Federation Internationale  
de Motocyclisme



Indian Olympic Association

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**This is part of the FMSCI Road Racing Championship Regulations 2010**

### 3. DISCIPLINARY AND ARBITRATION CODE

#### 3.1 Principles

The obligations incumbent upon the participants, officials and organisers are set out in the Regulations published by the FMSCI. Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

#### 3.2 Penalties

The penalties are:

- Warnings
- Fines
- Time and / or point penalties
- Disqualification
- Withdrawal of Championship points
- Suspension
- exclusion

##### 3.2.1 Definition and application of penalties

**Warnings** \_\_\_\_\_ :

can be made privately or publicly

**Fines** \_\_\_\_\_ :

cash penalty

**Time and / or point penalty or suppression of time** :

The imposition of time or points affecting the rider's actual result or suppression of time

**Disqualification** :

Entails automatically and independently or any other penalty, the invalidation of the results obtained in a meeting, event, practice, race or ranking.

**Withdrawal of Championship Points**

Entails the loss of Championship points

**Suspension :**

Entails the loss of all the rights granted to FMSCI license holders or members, or prohibition from taking part in any of the activities under FMSCI control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.

**Exclusion :**

Entails the final and complete loss of all rights of participation in any activity under FMSCI control.

**3.2.2 Plurality of penalties**

Any offender may have several penalties pronounced against him according to the circumstances.

**3.3 The Disciplinary and Arbitration Bodies**

The disciplinary and arbitration bodies of the FMSCI, qualified to deal with disciplinary and arbitration matters, are:

- The Race Direction
- The FMSCI Stewards
- The Indian Motor Sports Appeal Court (IMSAC)

**3.3.1 The Race Direction**

**3.3.1.1 Constitution**

The Constitution of the Race Direction is in accordance with the requirements laid down in Article 1.6. of **FMSCI Road Racing Championship Regulations 2010**

**3.3.1.2 Authority and Competence**

The Race Direction has the authority to penalise automatically riders, teams' personnel, officials involved in any capacity whatsoever in an event or in the Championship for:

- Infractions of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting.

- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- The Race Direction is competent to adjudicate upon a protest relating to infringements of the Regulations.

### **3.3.1.3 Penalties that may be pronounced by the Race Direction / the FMSCI Stewards Panel**

The following penalties may be pronounced by the Race Direction / the FMSCI Stewards Panel:

- a warning
- a fine, subject to a maximum of INR 100,000
- a time and / or point penalty
- a disqualification
- a suspension for a period not exceeding 30 days starting from the date of the offence

Furthermore, the Race Direction / the FMSCI Stewards Panel can refer the case to the Indian Motor Sports Appeal Court in order to impose a higher penalty than the Race Direction / the FMSCI Stewards Panel is empowered to do.

## **3.3.2 The FMSCI Stewards Panel**

### **3.3.2.1 Constitution**

The Constitution of the FMSCI Stewards Panel is in accordance with the requirements laid down in Article 1.7. of **FMSCI Road Racing Championship Regulations 2010**.

### **3.3.2.2 Competence**

The FMSCI Stewards Panel will hear any appeals against decisions taken by the Race Direction.

### **3.3.3 The Indian Motor Sports Appeal Court**

#### **3.3.3.1 Procedures**

The names of the members appointed must be communicated to all interested parties in the case, who have the right to make a duly documented objection to the composition of the Court, either in total or in part, within three days after having received the information. If the Executive Board of the FMSCI considers that a reasonable objection is made, he must appoint the necessary replacements. Otherwise he rejects the objection and fixes the date for the hearing.

The court may request the opinion of an expert or summon a witness who it considers useful.

#### **3.3.3.2 Authority and Competences**

The Indian Motor Sports Appeal Court will hear any appeals against decisions taken by the FMSCI Stewards.

The Indian Motor Sports Appeal Court adjudicates upon request of the Race Direction or the FMSCI Steward Panel.

### **3.3.4 The FMSCI as a Party in the Legal Proceedings**

#### **3.3.4.1 Function**

For all the appeals to the Indian Motor Sports Appeal Court, the FMSCI is entitled to assert its interests or to explain its position by means of a prosecution address.

#### **3.3.4.2 Appointment**

The Executive Board shall appoint in each case, the person who will represent the FMSCI.

#### **3.3.5.3 Procedure**

The intervention of the FMSCI is optional and is left to the appreciation of the Executive Board. As a party, the FMSCI enjoys the same rights and obligations as the other parties.

The FMSCI may be present in person at a hearing or may present its claims in writing.

## **3.4 Protests and Appeals**

### **3.4.1 Right of protest**

Any legal entity or any individual, rider, team, manufacturer, official etc. affected by a decision taken under the authority of the FMSCI, has the right to protest against that decision.

No protest may be lodged against a decision of the Race Direction entailing or not:

- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.

No protest may be lodged against a decision of the Race Direction based on a photo finish.

### **3.4.2 Right of appeal**

The rules concerning appeals against FMSCI disciplinary decisions are:

Against a decision of the Race Direction, to the FMSCI Stewards.

No appeal may be lodged against a decision of the Race Direction entailing or not:

- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.
- 

No appeal may be lodged against a decision of the Race Direction based on a photo finish.

No appeal may be lodged against a decision of the FMSCI Stewards if they confirm the previous decision of the Race Direction. Their decision is final.

Against a decision of the FMSCI Stewards if they do not confirm the decision of the Race Direction, to the FMSCI Court of Appeal. The decision of the FMSCI Court of Appeal shall be final.

### 3.4.3 Procedure and time limit for protests

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within half hour at the latest after the publication of the results. Protests must be handed to a responsible official (Clerk of the Course, Race Director or Secretary of the Meeting) together with the security deposit of INR 2000. No protest will be entertained unless a fee of Rs. 2000/- in cash accompanies it. For a protest involving a clearly defined part of the Motorcycle Rs. 3000/-. For a protest involving the whole vehicle Rs. 10,000/-

A protest against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.

### 3.4.4 Hearing of a protest

After a hearing, the Race Direction must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations.

### 3.4.5 Effect of the decision upon a protest

The decision of the Race Direction of determination of penalty is immediate.

### 3.4.6 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

- against a decision of the Race Direction to the Stewards – 30 Minutes
- against a decision of the FMSCI Stewards
- Intention to Appeal : 1 hour from the decision of Stewards
- 2 days for filing complete grounds of appeal

The time limits shall be taken from the date and time of receipt of the decision by the appellants.

### **3.4.7 Lodging of an appeal**

To be admissible, the statement of appeal along with necessary fees must be submitted by letter (appeal before the FMSCI Stewards). To appeal to IMSAC, the appellant must have submitted his written "Intention to Appeal" to the Stewards, within 1 hour from the decision of the Stewards along with necessary fees. The complete grounds of appeal along with the necessary fees must reach the FMSCI within 2 days from the date of filing of intention to appeal.

If the appeal was not lodged and/or the security deposit for appeal not paid within the dead line specified in article 3.4.6, the appeal will be declared inadmissible without hearing.

#### **3.4.7.1 Security deposit for appeals (For National Championship)**

The amount of the security deposit for the appeal to the Chief Steward is Rs.5,000/= and to the IMSAC is INR 10,000,- for Intention to Appeal and INR 15,000/- towards Bond Money.

#### **3.4.7.2 Security deposit payable upon an adjournment**

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

#### **3.4.7.3 Time limits to be observed for appeal hearings**

The FMSCI Stewards must be convened to examine an appeal immediately after the brief of appeal is received. The Indian Motor Sports Appeal Court must be convened to examine an appeal not later than 6 weeks after the brief of appeal is received.

The FMSCI Stewards and the IMSAC must in all cases pronounce a decision.

### **3.4.8 Effect of an appeal**

On request of the appellant, the FMSCI Stewards Panel may decide a stay of the provisional execution adjudicated by the Race Direction by injunction or in its decision. On request of the appellant, the Indian Motor Sports Appeal Court may decide a stay of the provisional execution adjudicated by the FMSCI Stewards Panel by injunction or in its decision.

## **3.5 Procedure before all the Disciplinary and Arbitration Bodies**

### **3.5.1 Right to a hearing**

It shall be the unquestionable right of any person or body charged with any offence under the Regulations to defend themselves, either in person or by proxy. Any party convened before a disciplinary or arbitration body has the right to be represented by one defense counsel of its own choice and at its own expense. Adequate notice of this intention must be given in order that this may also be notified to all other parties in the case. Failure to do so may result in the disciplinary or arbitration body upholding an objection to such representation. If any of the parties duly convened do not appear, judgment can be rendered by default. The disciplinary or arbitration bodies may decide that the hearing take place by means of a telephone conference call or through any other means of communication using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

### **3.5.2 The hearing**

The hearing shall be public unless the disciplinary or arbitration body itself decides otherwise in exceptional circumstances. The hearing shall be conducted in English. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own costs. The appellant must be present or duly represented, failing which, the protest will not be admissible and the costs shall be borne by the appellant.

Once the President has opened the proceedings, he will invite the parties involved to state their respective cases without the witnesses being present. After statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary or arbitration body may, at any time during the hearing and with the President's approval, question any of the parties involved, the witnesses and experts.

### **3.5.3 Witnesses and Experts**

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court. The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath; therefore, testimony shall be given freely.

The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

After having made their statements, the witnesses may not leave the Courtroom and shall not be allowed to speak to any other witness who has still to give evidence.

The Court may summon experts.

### **3.5.4 Judgement**

Decisions of all disciplinary or arbitration bodies will be reached by a simple majority of votes (exception: See Art. 1.6.4 "Race Direction"). All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted.

Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

### **3.5.5 Notification of judgements**

The decisions of the Race Direction or of the FMSCI Stewards must be notified directly at the event venue, or failing that, addressed by registered letter with acknowledgement of receipt.

All judgements of the Indian Motor Sports Appeal Court must be notified, in writing, by registered letter with acknowledgement of receipt in order to inform all the parties concerned.

### **3.5.6 Publication of judgements**

The disciplinary or arbitration body imposing a penalty or adjudicating a protest or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against the FMSCI nor against any person having published the statement.

Furthermore, final decisions will be published in the Media Centre and in the FMSCI Magazine/ Circular / website unless the Court itself decides otherwise.

### **3.6 Costs of procedure**

The costs of a disciplinary or arbitration decision will be assessed by the FMSCI Executive Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

#### **3.6.1 Payment of fines and costs**

If the penalty is definitive, all fines must be paid into the FMSCI before the beginning of the first practice of the event following the final decision. The costs must be paid to the FMSCI Executive Secretariat within 30 days of notification of the judgement decision according to Article 3.5.5.

The person or body affected by the decision shall be automatically suspended from participation in all FMSCI activities, until such time as full payment has been received.

### **3.7 Reciprocity of penalties (Applicable only for international events)**

As a consequence of the agreement of reciprocity concluded on April 30th, 1949 between the 4 organisations controlling motorised sports internationally, i.e. in addition to the FIM, namely:

- the Fédération Internationale de l'Automobile (FIA)
- the Fédération Aéronautique Internationale (FAI)
- the Union Internationale Motonautique (UIM)

penalties of suspension or exclusion may also be applied to one or another of the sports represented by the above organisations, upon request of the FIM.

### **3.8 Law of Mercy**

The Management Council of FMSCI, after consultation with the Indian Motor Sports Appeal Court, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures.

**3.9. Arbitration Clause**

Final decisions made by the race direction or the stewards of the FMSCI may be submitted exclusively to the Court of Arbitration for Sport (IMSAC) by way of appeal within the time limit as laid down in article 3.4.6, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

**\*\* END\*\***

FMSCI