



Supplementary Regulation 2-WHEELERS OPEN

28th 29th & 30th April 2017

@

Jakkur Aerodrome,
Yelahanka Post, Bengaluru, Karnataka

Organised By:



Geneva Services Ltd

In Association With: -



APPROVED BY



The Federation of Motor Sports Clubs of India

(National Sports Federation recognized by the FIA, FIM & Government of India)

1. Announcement

This event will run in accordance with the International Sporting Code of the FIM and the NCR of FMSCI and its appendices, the 2017 GP & technical regulations for Drag Racing, †, and this Supplementary Regulations (SR)

1.1. Definitions

Name of the event : JK TYRE VROOM 2017
Organisers : GENEVA SERVICES

In Association With:-
Speedway Motorsports, HYDERABAD.

Sponsors: TBA

1.2 Abbreviations:

FIM: Federation Internationale de Motocyclisme
FMSCI: The Federation of Motor Sports Clubs of India
FMN: National Motorcycle Federation
NCR: National Competition Rules
SR: Supplementary Regulations
CIB: Competitors Information Bulletin

1.3 Organising Committee:

S Mandeep Singh Dhingra	Mahesh C Raman	
Abdul Mateen	BurhanFaiz	Richard Raj
Mohammed Anas Javeed	Syed Abid	Manzoor Ahmed
Zayeem Ahmed	Nawazuddin	HidayathullaSharief
MohdAbrarullaSharief	Tariq Mosin	
Nasir Jamal Ansari		

1.4 Headquarters and Official Notice Board:

Till 27th April 2017 - Geneva Services No.55, Coles Road, Frazer Town, Bangalore
28th to 30th April 2017 - Jakkur Aerodrome, Yelahanka Post, Bengaluru, Karnataka

1.5 OFFICIALS:

Chief Steward : Mr Shivu Shivappa
2nd Steward/Observer : Mr. V. Shyam Kumar
Steward : **Dr. I Venket Rao**
Clerk of the Course : S Mandeep Singh Dhingra
Add Clerk of Course : TBA
Secretary of the Meet : Tariq Mosin
Technical Delegate 2W : Mr.Subhash Chandra Bose
Asst. Scrutineer 2W : TBA

Asst. Scrutineer 2W	: Vignesh Mohan
Technical Delegate 4W	: Mr.S. Parasuram
Asst. Scrutineer 4W	: TBA
Asst. Scrutineer 4W	: TBA
Judges of Fact for Crossing of Centre	: ALL OFFICIALS AND MARSHALLS
Line Judges of Fact for False Start	: ALL OFFICIALS AND MARSHALLS
Chief Time Keeper	: Mr.Mahesh C Raman
Chief Safety Officer	: Abdul Matheen
Chief Medical Officer	: Doctor from hospital
Chief Marshal	: Mohammed Anas Javeed
Competitor Relations Officer	: Nasir Jamal Ansari
Line Up Marshall Lane 1	: TBA
Line Up Marshall Lane 2	: TBA
Paddock In charge	: Richard Raj
Chief Starter	: S Mandeep Singh Dhingra

1.6 Rights & Obligations of the Organisers

The Organisers and Stewards of the meet may issue any bulletins to participants at any time as per the Code with the approval of FMSCI / Stewards. These bulletins shall be posted on the official notice board. Written bulletins when issued shall have the same legal force as these supplementary regulations. All bulletins will be communicated, dated and sequentially numbered and written acknowledgement will be taken from all competitors.

The stewards of the meet are empowered to take a decision on any case not covered by the present regulations. The Stewards of the Meet have the right to delete and / or shorten the track should they deem it necessary or expedient at any time or due to safety or FORCE MAJEURE.

1.7 PROGRAMME

	Description	Venue	Time and Date
A	Entries open with publication of these Regulations	N.A	Publication of SR's
B	Closing of Entries	Geneva Services No.55, Coles Road, Frazer Town, Bangalore – 560005	15 th April 2017 @ 16:00 Hrs.
C	Closing of Late Entries	Same As Above	21 st April 2017 @ 14:00 Hrs.
D	Last date for withdrawal of Entries	Same As Above	24 th April 2017 @ 18:00 Hrs
E	Document Verification	Same As Above	26 th April 2017 @ 09:00 hrs.

F	Pre-event scrutiny of vehicle 2W & 4W	Jakkur Aerodrome, Yelahanka Post, Bengaluru, Karnataka 560064	28 th April 2017 @ 9:00 Hrs. Schedule : TBA
G	Pre-event scrutiny of vehicle 2W & 4W	Jakkur Aerodrome, Yelahanka Post, Bengaluru, Karnataka 560064	29 th April 2017 @ 9:00 Hrs. Schedule : TBA
H	Compulsory Practice	Same As Above	28 th April 2017 @ 13:00 Hrs.
I	Compulsory Practice	Same As Above	29 th April 2017 @ 07:00 Hrs.
J	Compulsory Practice	Same As Above	30 th April 2017 @ 07:00 Hrs.
K	2 wheelers Compulsory Rider's Briefing	Same As Above	28 th / 29 th / 30 th April 2017 Schedule : TBA
L	4 wheeler's Compulsory Driver / Rider Briefing	Same As Above	28 th / 29 th / 30 th April 2017 Schedule : TBA
N	Start of Drag 2w / 4w	Same As Above	28 th April 2017 @ 14:00 Hrs. Start Schedule : TBA
M	Start of Drag 2w / 4w	Same As Above	29 th April 2017 @ 08:00 Hrs. Start Schedule : TBA
O	Start of Drag 2w / 4w	Same As Above	30 th April 2017 @ 08:00 Hrs. Start Schedule : TBA
P	Prize Distribution	Same As Above	28 th / 29 th / 30 th April 2017 Schedule : TBA

2. ADMINISTRATIVE CHECKS & DOCUMENT VERIFICATION

2.1 The Entrant should produce original copies (photocopies are to be sent along with the entry form) of the following for inspection at the time of submitting the vehicle for scrutiny and administrative checks:

- High Risk personal Accident Insurance (Min. Rs.2,00,000/-) valid on Drag Dates
COMPULSORY
- Driving license – **COMPULSORY**
- **This event will only be eligible for participants whose age is more than 18 years and above at the time of the event, with valid RTO and FMSCI Licence.**

- FMSCI 2w Club Sport Competition license @ Rs.250/- or license number confirmed by FMSCI– **COMPULSORY**. Any competitor who has a valid driving license
- Copy of license to be handed over at the time of entry or license number confirmed by FMSCI - **COMPULSORY**
- 4 Passport size photographs of the competitor – **COMPULSORY**
- Copy of Registration book to be handed over at the time of entry – **COMPULSORY**
- Authority letter from the owner if the driver is not the owner of the 2 wheeler.- **COMPULSORY**
- Any indemnity and / or declaration on **Rs.100 /-stamp paper** as prescribed are mandatory. Failure to do so will result in the competitor not being allowed to start.
- **If any case arises, the onus of proving legality, authenticity of entry form, documents / vehicle papers submitted and the vehicle’s legalities will be the participants’ responsibility. The organisers / promoters / event officials will not be liable or responsible for the same.**

2.2 All the above documents shall be valid for both the days of the event. Competitors are required to carry all the above documents throughout the event.

2.3 The administrative checks of these documents have to be completed to be eligible to enter into the paddock area.

3. General Conditions

3.1 Event Status: OPEN

3.2 FMSCI Permit No. TBA

3.3 TRACK

Surface : Tarmac
 Place : Jakkur Aerodrome, Yelahanka Post, Bengaluru, Karnataka 560064
 Length of Track : 402 m (quarter mile)
 Braking Distance : 500 m

3.4 SAFETY PLAN

Drag Strip 402 m. + Braking distance 500 m. Barricading – Left Lane up to 300m. The drag strip length may be reduced for some classes in the interest of safety. Tyre barricade and plastic water filled barrels at the end of the 500m braking distance.

- Fire – Fire extinguisher every 100 Mts. also at start, finish, parcferme and parking areas.
- Accident – FIV placed at start. One tow truck at start.
- Fire Engine at Finish
- Medical – One ambulance equipped with doctor and paramedic placed at start point and one ambulance at the finish Multi-Specialty hospital situated in 6 to 16kms radius from event site.

4. Eligible Classes and categories and technical regulations

- 4.1 Minimum number of entries for each class is 6. However, if insufficient entries have been received for a class; the organizers reserve the right to cancel or abandon a class or merge a class with a higher class in liaison with the Stewards of the event, if they feel appropriate.
- 4.2 Maximum of 2 riders are allowed for each bike in any category. A participant can take part in as many classes as he/she wants; however this should be on different bikes.

4.4 A vehicle may enter only one of the following categories and the **Super Sport Indian Open**

Classifications for **Super Sport Indian**

4.4.1 - 2 Stroke:

- M1 Up to 130 cc
M2 131 – 165 cc
M3 350 cc and above

4.4.2 - 4 Stroke: (Open classes, no restriction of number of cylinders)

- M4 Up to 165 cc
M5 166 – 225 cc
M6 226 – 360 cc
M7 361 – 550 cc
M8 551 – 850 cc
M9 851 – 1050 cc
M10 1051 cc and above
M11 Single / Twin 551 – 850 cc
M12 **Super Sport Indian Open**
M13 Unrestricted Class

4.4.3 - **Super Sport Indian** All solo two-wheelers manufactured / assembled in India, homologated with FMSCI but modified within the frame work of the regulations listed.

4.5 **Fuel:** Free - Only Petrol may be used. In the case of unrestricted classes, Supercharging/Turbocharging/Nitrous Oxide (any one) is allowed.

4.6 **Nitrous Oxide:** Commercially available Nitrous Oxide is permitted on all vehicles except production categories. However, bottles must be securely and permanently mounted and stamped with a DOT 1800 pound rating. Hoses from bottle to solenoid, must be high-pressure braided steel type.

- Super Sport Indian -**Not Permitted**
- **Unrestricted Class - Permitted**

4.7 ANY liquid leak will prevent bike from being permitted to stage or race.

4.8 Brakes must be in good order and capable of providing proper control at the bike potential top speed. Front Disc Brake for Super Sport Indian bikes is highly recommended.

Front Brake: The fitment of disc brakes is permitted and highly recommended for Non OEM motorcycles. Any combination disc brake assembly may be used in original Or modified form. Disc brake assemblies are FREE.

Rear Brake: Any combination of Indian component brake assembly may be used in Original or modified form. It is permitted to change from disc brake to drum brake or Vice versa.

4.8 Tyres

The tyres should be in sound condition, with no signs of perishing or cracking and with no cuts on the side walls and tread surface. Motorcycles with top speed exceeding 200 km/h should have front tyres with at least 'V'-rating or be of road racing type. Tyre speed rating should be above the top speed of the motorcycle. In controlled tyre events where tyres are supplied by the organizers, tyre regulations as specified in event supplementary regulation shall be followed.

(a) The surface of the tyre can be smooth (i.e. Without treads / grooves-slick) or Treaded.

(b) The tread pattern is unrestricted

(c) If treaded, the safe minimum depth of the tyre tread must be at least 2.5 mm at the pre-event scrutiny. In the classes up to 80cc, this minimum depth is 1.5. mm.

(d) The surface of the slick tyre must contain 3 or more hollows at 120 degrees intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. The safe minimum depth of the tyre tread must be at least 2.5 mm at the pre-event scrutiny. In the class upto 80cc this minimum depth is 1.5 mm. When at least two of these hollows become worn on different parts of the periphery, the tyre must no longer be used.

The size and type of the wheels are free. Only Indian component wheels, rims, hubs and spokes may be used in original or modified form. The size of the tyres is free. Only Indian component tyres that are manufactured in India are permitted. Where the manufacturer has used imported tyres as OE in a certain class of motorcycle, the same (Brand, Size, Tread pattern and Compound) may be used for that class of Motorcycles only.

(Ref to 2017 Two Wheeler Technical Regulations for Drag Racing for other technical requirements)

5. ELIGIBLE COMPETITORS

5.1 Minimum requirement is FMSCI 2w Club Sport Competition license @ Rs.250/- or Full Road Racing / Drag license or license number confirmed by FMSCI. FMSCI Competition license & valid RTO driving license – **COMPULSORY**. Forms are available for download @ www.fmsci.co.in/ www.dragracing.in / www.speedwaymotorsports.in / www.vroomgeneva.com

5.2 Under the laws of India, any accident out of which a claim may arise should be reported to the nearest police station.

5.3 Under no circumstances will any competitor, crew member, Marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the sponsors / or the organizers in any accident or incident which may arise.

5.4 This event will be eligible for participants of age 18 and above, with valid RTO and FMSCI Licence

5.5 GENEVA SERVICES & SPEEDWAY MOTORSPORTS RESERVE THE RIGHTS TO ACCEPT OR REJECT ANY ENTRY AFTER PROVIDING SUFFICIENT REASON FOR THE SAME.

6. ENTRY FORMS AND ENTRIES

Participants must send the Official Entry Form duly completed, by the appropriate closing date to the Reg.Office:

1. Geneva Services No.55, Coles Road, Frazer Town, Bangalore - 560005
2. HYDERABAD - SPEEDWAY MOTORSPORTS Shop no 3 , Krups Arushi Apts , West Mareedapally Main Road , Sec-Bad
3. HYDERABAD - HIND MOTOR TRAINING SCHOOL (Nampally , Erragadda , Dilshuknagar , Mehdipatnam and Karkhana – Sec-Bad) Phone : 9246526520

Payment to be made by cash or demand draft in favour of “**Geneva Services**”, payable at BANGALORE

6.1 Entry forms that are amended, incomplete or defaced are invalid.

6.2 By the very fact of signing the entry form, the entrant as well as the rider shall submit and bind themselves to these regulations.

6.3 The Organizers have the right to refuse any entry; however the Organizers shall notify the reasons for such refusal

6.4 **The maximum no. of entries shall be 400**; however the Organizers reserve the right to increase the number of entries. Entries shall be accepted on a “first come first served” basis. .

6.5 By the fact of their entry, all competitors will be deemed to have declared that the vehicles, teams and personnel under their control will comply with the regulations throughout the event.

6.6 ENTRY FEES (With Event Sponsorship Stickers):

- 1) M1 TO M7 Rs.3000 /-
- 2) M12 Rs 4500 /-
- 3) M8 – M10 Rs 5000 /-

4) M13 Rs 6000 /-

6.7 ENTRY FEES (Without Sponsorship Stickers):

1) M1 TO M7 Rs.6000 /-

2) M12 Rs 9000 /-

3) M8 – M10 Rs 10000 /-

4) M13 Rs 12000 /-

LATE ENTRY FEE – Rs 1500 /- per entry will be charged for entries received after the normal closing date/time of entries mentioned in the Official Programme.

6.8 The Entry fee will be refunded by the organizers only in the following circumstances:

- If the entry is not accepted
- If a reserve entry is finally not accepted
- If the Event is cancelled
- If the Event is postponed

6.9 The entry form will be accepted only if accompanied by the following documents:

- Copy of Special Race / Rally Insurance Cover valid on DRAG DATES.
- Copy of Personal Accident Insurance Policy with high risk for minimum Rs 200,000.
- 4 Passport size photographs of the competitor
- Copy of Driving license
- Blood Group Certificate Compulsory

FMSCI Competition license or license number confirmed by FMSCI –**COMPULSORY**. Any competitor who has a valid RTO driving license. Minimum requirement is FMSCI 2w Club Sport Competition license @ Rs.250/- or Full Road Racing / Drag license @ Rs.1500/- or license number confirmed by FMSCI. License Forms can be downloaded from website www.fmsci.co.in)

BANK DETAILS

Bank Name: ICICI BANK

Branch: Cox Town, Bangalore-560005

A/C Name: VROOM

A/C No.: 025205004825

NEFT/IFSC Code: ICIC0000252

**Demand Draft (DD) in favor of VROOM*

7. Equipment and protective clothing

7.1 Crash Helmets

Crash helmets of standard design and construction must be used by competitor's in all events. Competitors must ensure that helmets worn are suitable for the type of the event entered. The user must ensure that the crash helmet is in a serviceable condition, that it fits properly and that is secured properly. Only helmets designed for road racing is permitted,

motorcross type helmets are forbidden. Repairs of any kind are forbidden including stitching of double "D" rings. Helmets to be maintained as supplied by the manufacturer. The decision of the scrutineer/ Technical delegate is final. Helmets must be of the full face type and conform to one of the recognized international standards as mentioned below:

- Europe: ECE 22-05 'P'
- Japan: JIS T 8133:2000, JIS T 8133:2007
- USA: SNELL M 2005, SNELL M 2010"

7.2 Sharing of helmet are strictly forbidden.

7.3 Competitors must wear crash helmets at all times during training, practice, qualifying and competition.

7.1.1 Fit and security

To ensure satisfactory fit and security of your helmet, proceed as follows

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

7.2 Condition and care of helmets

- a) The user himself must bear the prime responsibility for ensuring that his helmet is fit for the purpose intended, since significant damage to the helmet may have been sustained without this being apparent to the Scrutineer.
- b) It is strongly recommended that the competitor buy the best possible helmet he can (the best is not necessarily the most expensive). A helmet bag should always be used.
- c) There must be no alteration to the structure of a helmet. Where a radio is fitted this should only be done in accordance with the helmet manufacturer's instructions.
- d) Repainting of helmets, affixing stickers thereon or drilling holes is not advisable as this may weaken the structure of the helmet; such weakening may not be visually apparent. As there are specialized helmets to suit various disciplines of motor sports, competitors are advised to use the type applicable to the event in which

they compete. It is recommended that the helmets are replaced after three years after purchase, irrespective of use they have been put to. The fastening of the chin strap must only be by buckles / clips. Use of plastic interlocking connects is prohibited.

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

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

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

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

7.3 Clothing

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

7.4 Gloves

The rider must wear full leather competition gloves meant for road racing / drag racing

7.5 Footwear

The rider must wear footwear of leather meant for road racing / Drag racing to **provide complete protection above the ankles.**

7.6 Ponchos

Ponchos of any kind shall not be worn for drag racing.

Article 8 Administrative Checks, Briefing Meeting & Scrutiny

8.1 Administrative Checks & Document Verification

The Entrant should produce the following for inspection at the time of submitting the vehicle for scrutiny and administrative checks :(As applicable)

- Special race / rally insurance cover
- Driving license
- Authority letter from owner of the bike if the rider is not the owner of the bike used in the Drag
- FMSCI Full Competition license for Racing / Drag or 2w Club sport , or license number confirmed by FMSCI
 - For foreign bikes the competitor must produce the R/C Book / legal import documents.

8.2 Briefing Meeting

Date Time & Venue. An attendance register will be maintained at the briefing and it is the responsibility of the competitors to sign this register. Non-attendance will be reported to the Stewards of the meet and may entail penalty of Rs.1000/- and/or Disqualification.

8.3 Pre Event Vehicle Scrutiny

Location: Jakkur Aerodrome, Yelahanka Post, Bengaluru, Karnataka 560064.

The rider or his official representative must present any bike taking part in the event to Scrutineering. Competitors reporting later than their schedule will be penalized by Rs.100/- per minute later than their slot up to maximum of 30 minutes lateness allowed. after which they may be excluded.

8.4 Each bike must carry the competition number and the advertising stickers provided by the Organizers. The details of where to put the advertising stickers and the competition number will be given at the briefing meeting. The competitors are allowed to carry any other kind of advertisements on their bike provided that: (a) it is authorized by the National laws and FMSCI regulations (b) it is not likely to cause any offence (c) it is not political or religious in nature (d) it does not encroach upon the space reserved for plates, competition number and organizers stickers (e) it does not interfere with rider vision.

8.5 Top three 2-Wheelers in each category will be subject to compulsory post event scrutiny. Other finishers will be held in parc ferme and can only leave on the approval of the organiser. The participants must come prepared with their own mechanics at the time of Scrutiny.

- 8.6 **The technical delegates of the event at their discretion can dismantle any competitor's 2-wheeler for inception at any given time during the course of the event.**
- 8.7 PIT CREW - Each rider shall be given 1 pit pass per bike entered. Photographs for the pit crew should be presented at the time of documentation.

9. ADVERTISING

The competitors are allowed to carry any other kind of advertisements on their bike provided that

- It is authorized by the National laws and FMSCI regulations
- It is not likely to cause any offence
- It is not political or religious in nature
- It does not encroach upon the space reserved for plates, competition number and organizers stickers
- It does not interfere with rider's vision.
- The competition numbers and compulsory stickers shall be affixed on the vehicles before scrutineering and shall remain affixed throughout the event.

Article 10 RUNNING OF EVENT

10.1 Format of Racing

STARTING LINE & STAGING PROCEDURES

The class that is to run will be announced, followed by the competition numbers of each bike participating in that class. Competition numbers will be announced in pairs in the order of racing precedence.

The first pair of bikes will be called to the starting line by their competition numbers. When the first bike arrives at the starting line, the second bike has **one (1) minute** to arrive and stage at the starting line. – Bikes that fail to stage at the starting line within one minute may be immediately disqualified.

There will be no choice of lane.

10.2 Starting lights will be used. The Starting Lights will be 3 Amber light followed by a Green light for GO,

10.3 The bikes will be judged according to timings. Timing will be recorded by a laser trigger. The timing will be recorded from the time the lights go GREEN up to when the rider crosses the finish line.

10.4 If a rider makes a false / jump-start, the RED light will come on and the participant will be EXCLUDED from that particular run. If the lights fail, there shall be a manual timing system for that entire class. For the classes that have already been completed, the timing

light time shall remain. There shall be no Protest entertained on Jump Starts and Timings when the Timing Equipment is used.

10.5 Only Riders along with their competing vehicles shall be allowed in the starting area and for Line-Up. No other person shall be allowed into the starting area.

10.6 Once the vehicle has finished its run, the competitors have to go to the end of the Track and return via the road for which the speed limit will be 30Kms/hr. The competitors may have to wait to be escorted back by the organizers.

10.7 The procedures and other details of the drag shall be informed to all competitors at the Briefing Meeting.

10.8 The CLASS & CATEGORY Winners will be determined by the fastest timings. All class/category-winning vehicles will be then taken to Parc Ferme for post event scrutiny.

10.9 The bikes used for qualifying cannot be changed on the race day. If done will entail disqualification.

9.9 APPAREL - Each member of a participant crew must be fully attired when present in the staging, starting and competition areas of the race track. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. See Class Requirements

10.10 APPEARANCE - Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the scrutineer. The appearance of personnel attending contestant vehicles is equally important, and is subject to the same considerations.

Article 11 PENALTIES

- 11.1 False Start / Jump Start:** A false start occurs when the vehicle moves forward or backwards from the prescribed position before the Start signal. The penalty for this is DISQUALIFICATION .**However a competitor can take one re-run at the cost of Rs 1500/- per class in case of a jump start only.**The Start Marshal's decision will be Final.
- 11.2 Refusal to obey officials of the meet- left to the discretion of the Steward.
- 11.3 Riding dangerously in restricted area - left to the discretion of the Steward.
- 11.4 Crossing of centre line – DISQUALIFICATION
- 11.5 If a competitor arrives late for starting, he/she shall not be allowed to start.
- 11.6 Any rider found riding fast, rashly or negligently, or practicing or tuning their bikes on the track may be DISQUALIFIED
- 11.7 Any competitor who does not have his / her I.D. Tag shall not be allowed to start.
- 11.8 There will be a speed limit on the return run of 30 KMPH. Any competitor found breaking this speed limit MAY BE DISQUALIFIED
- 11.9 The Stewards of the meet may adjudicate on any matter not covered by these regulations and impose penalties in accordance with the Code.
- 11.10 Burnouts and engine/vehicle testing are only permitted on the drag strip.
- 11.11 A racer found not conforming to these Supplementary regulations or by refusing to make their vehicle available for inspection may be excluded from the event.

- 11.12 Disqualification if a bike found over bored beyond its cubic capacity allowed in its class.
- 11.13 The bikes used for qualifying cannot be changed on the race day. If done will entail disqualification.
- 11.14 Winner's vehicles from each class will be subject to a complete post event scrutiny for which the owner will bear costs.

Article 12 RESULTS

- 12.1 Results will be posted on the official notice board after each race.
- 12.2 Results will also be displayed on screens after each race
- 12.3 Tie Breaker:** In case of a tie, the competitor with the least reaction time shall be declared the winner. Reaction time is the time taken by a competitor to take off after the Green GO Light comes on. If the Tie is still not resolved, the award/s will be divided amongst both the competitors.
- 12.4 If a vehicle is disqualified for technical or whatever reason, the vehicle placed behind him will move up to take the position.

Article 13 Protest & Appeals

- 13.1 All protests shall be lodged to the Clerk of the Course within 30 minutes of the race results being posted. The protest fee, as set by the FMSCI, is Rs.6000 /- . For protest involving clearly defined part of a motorcycle an additional fee of Rs.3000/- per part shall be levied. For protest involving the entire motorcycle an additional fee of Rs.10000/- shall be levied.
- 13.2 The appeal fee, as set by the FMSCI, is Rs.96,000/- (Rs.48000/= to be paid with intention to appeal and & balance Rs.48000/= to be paid along with grounds of appeal within 96 hours)
- 13.3 Only the involved parties and race officials have access to the protest area.
- 13.4 The owner/rider and/or his/her race crew using own equipment shall perform the appropriate disassembly.
- 13.5 Should the owner/rider of a protested vehicle refuse to make the vehicle available for inspection, or refuse to disassemble the appropriate equipment, it will be classed as acknowledgement of the specified illegality and is liable for disqualification from the event and / or any other penalty that may be levied by the Stewards of the Meet.

14 Non-liability of and indemnity to the organizers

The organisers decline liability for any accident caused by or to any entrant or driver or third party or to the competing vehicle either before or during the events. The organisers also decline liability for breach of any law in which the competitor may be involved in and each competitor shall decline to the duly authorised official or to the organisers, in regards to any and all incidents from which liability may arise and shall indemnify the organisers, sponsors, the FIM, FMSCI, SPEEDWAY MOTORSPORTS, Geneva Services relevant State Govt. & Govt. of India in regards to all liabilities. The entrant and his executors/administrators and legal representatives shall not have any claim whatsoever on the organisers, sponsors, the FIM, FMSCI, and relevant State Govt. & Govt. of India, their

officials, agents, representatives, employees, owners of the grounds and all persons assisting them in the events either before or during the event.

Each entrant and competitor will execute and deliver an indemnity, declaration and undertaking as stated at the back of the entry form. Failure to do so will result in the competitor not being allowed to start.

Entrant and Rider's attention is particularly drawn to the fact that normal insurance policies issued in India does not provide cover for motor sports.

Under the laws of India any accident out of which a claim may arise should be reported to the nearest police station.

Under No circumstances will any Rider, Competitor, Marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the organisers, the sponsors, the owners of the venue or the FMSCI in any accident or incident.

15. PRIZES

For Each category/Class there will be prizes as per below:

1st in Class: Trophy + Certificate

2nd in Class: Trophy + Certificate

3rd in Class: Trophy + Certificate

ARTICLE 16 JUDGES OF FACT - All Marshals shall be judges of fact.

“MOTOR SPORTS CAN BE DANGEROUS

“Despite the organizers taking all responsible precautions unavoidable accidents can happen. You are present here at your own risk.