

# SPORTSCRAFT MONSOON SCOOTER RALLY – PANVEL

## 25<sup>TH</sup> AUGUST 2018

ORGANIZED BY SPORTSCRAFT UNDER THE AEGIS OF  
THE FEDERATION OF MOTOR SPORTS CLUBS OF INDIA (FMSCI)

Approved on -- / -- / 2018 by



(National Sports Federation recognized by the Government of India)

### FOR SCOOTERS MANUFACTURED IN INDIA

“Organised under the International Sporting Code of the FIM, NCR of the FMSCI and its appendices, and these Supplementary Regulations”

#### ARTICLE 1

#### PROGRAMME

Entries open with the publication of these regulations.

Closing of Standard Entries	Thursday	16 <sup>th</sup> August 2018	17:00hrs.
Closing of late entries	Tuesday	21 <sup>st</sup> August 2018	15:00hrs.
Assembly of competing scooters and participants at the start Venue – TBA	Saturday	25 <sup>th</sup> August 2018	07:45hrs.
Scrutiny at Venue: : TBA	Saturday	25 <sup>th</sup> August 2018	08:00 – 10:00
<b>Late fees of Rs.500/- will be charged if a participant fails to report for scrutiny before 10:00 hrs. Scrutiny will be done only till 10:30 hrs. After which the participant will not be allowed to take the start.</b>			
Compulsory participants briefing Venue: TBA	Saturday	25 August 2018	10:30 hrs
<b>If the participant fail to attend the Compulsory Participants Briefing then he/she may not be allowed to take start</b>			
Opening of the Parc Ferme	Saturday	25 August 2018	08:00hrs.
Closing of Parc Ferme	Saturday	25 August 2018	10:30 hrs
Start of MONSOON SCOOTER RALLY TBA	Saturday	25 August 2018	11:00 hrs.
Finish of the event TBA	Saturday	25 August 2018	16:00 hrs
<b>Posting of provisional results at 17:30 hrs (or as soon as possible thereafter) at finish.</b>			
<b>Prize distribution at the finish, immediately after the Final Results are finalised.</b>			

1.2

#### Official Notice Boards

Official notice boards will be located at the Sportscraft office,  
During Scrutiny at the Venue

& at the start and finish. at the Venue

1.3

Entry form will be available and accepted at: -

Sportscraft, Chitrakut, 3<sup>rd</sup> floor, Siri Road, Chowpatty Bandstand, Malabar Hill, Mumbai 400 006.

Tel. 022 – 23677631, Between Monday to Friday at 10:00 hrs to 17:00hrs & Saturday at 10:00 to 12:00noon. Entry forms and competition licence forms can be downloaded from our site

[www.sportscraftindia.com](http://www.sportscraftindia.com)

1.4

#### VENUE

Start & Finish of the event: – TBA

## ARTICLE 2 ORGANISATION

2.1.1 POWERED BY - TVS MOTOCYCLES

2.1.2 ORGANISERS - SPORTSCRAFT - SC

### 2.1.3 ORGANISING COMMITTEE

Mr. Hersh S.	Mr. Danny	Ms. Priyanka Tulaskar	Mr. Shrikant Karani
Mr. Filly Bhathena	Ms. Ketaki R.	Ms. Parvana Busha	Mr. Shekhar Dhuri
Mr. Hanif Khan	Mr. Namdeo Naik	Mr. Shivaji Daphale	Mr. Utpal Tijoriwala

### 2.1.4 OFFICIALS OF THE MEET

Chief Steward	Mr. Bipin Shah
2 <sup>nd</sup> Steward	Mr. Roopesh Thakkar
Club Steward	Mr. Arun Mirajkar
Clerk of the Course	Mr. Shrikant Karani
Secretary of the Meet	Ms. Priyanka Tulaskar
Scrutineer	Mr. Rohit Arora
Deputy Scrutineer	Mr. Hanif Khan
Route Co-Ordinator	Mr. Danny
Chief Medical Officer	Dr. Suleman Shaikh
Press Relation Officer	Mr. Filly Bhathena
Results Co-ordinator	Ms. Parvana Busha / Utpal Tijoriwala
Competitor Relations Officer	Mr. Shekhar Dhuri

## DEFINITIONS AND ABBREVIATIONS

- 2.2.1 F M S C I - The Federation of Motor Sports Clubs of India
- 2.2.2 S C - Sportscraft
- 2.2.3 N C R - National Competition Rules
- 2.2.4 BULLETIN - Any amendments or additional provisions announced by dated and Sequentially numbered Bulletins, which form an integral part of the present Supplementary Regulations.
- 2.2.5 COMPETITOR - Any person/legal entity accepted for participation in this meet and Holding valid competition licence issued by the FMSCI
- 2.2.6 PARC FERME - A Zone in which no repairs or intervention is possible except in cases. Expressly provided for in these regulations.
- 2.2.7 FIRST TIMER - Any person/legal entity who has never taken part in any two Wheeler rally.
- 2.2.8 INDIVIDUAL ENTRY - The participant who is not sponsored or supported by any other Company / manufacturers / or their dealer in what so ever manner directly financially or in kind
- 2.2.9 COMMERCIAL/ SPONSORED ENTRY - The participant who is sponsored or supported by any other company or their dealer or a third party in what so ever manner directly financially or in kind and spot their stickers / logos on self or participating vehicle
- 2.2.10 MANUFACTURERS /TEAM ENTRY - The participant who is sponsored or supported by manufacturers and And is a team entrant with appropriate FMSCI Team License.
- 2.2.11 Scooter 400mm - A two wheeler with both wheel-rims having a diameter less than and having a free and open space in front of the seat for the passage of rider's leg.

### 2.3 ADDRESS

The office address of the Organisers is Chitrakut, 3<sup>rd</sup> floor, Siri Road, Chowpatty Band Stand, Mumbai 400 006. Tel. 022 - 23677631.

### 2.4 RIGHTS & OBLIGATIONS OF THE ORGANISERS

- 2.4.1 The organisers may issue any bulletin to participants at any time approved by the FMSCI / Stewards. Written bulletin when issued shall be signed by each participant as proof of receipt and shall have the same legal force as these supplementary regulations. All bulletins will be communicated, dated and sequentially numbered. These bulletins shall have the force and will constitute an integral part of these regulations and will be posted at Meet HQ. As far as possible the bulletins shall be brought to the notice of the individual participant. However, it is the responsibility of the participant to acquaint themselves with the bulletins posted at the official notice boards.

- 2.4.2 ALTERATION OF THE SUPPLEMENTARY REGULATIONS.  
No alteration shall be made to the Supplementary Regulations after commencement of the period for receiving entries unless:
- i) The FMSCI and all competitors already entered voluntarily agree to the alteration, or
  - ii) The Stewards of the Meeting so decide for reasons of safety or force majeure (Art.67 of the Sporting Code of the FMSCI )
  - iii) No document, including Final Supplementary Regulations, relating to the provisions contained in the Supplementary Regulations shall be issued or published without the approval of the FMSCI.
- 2.4.3 The Stewards of the Meet are empowered to take a decision on any case not covered by the present regulations.  
The organisers may at their discretion abandon, cancel or postpone the Meet, in case of unforeseen circumstances as per Art.61 of the Sporting Code of the FMSCI.
- 2.4.4 The organisers and/or the Clerk of the Course reserve the right to delete and/or change any part of the route should they deem it necessary or expedient at any time or due to FORCE MAJEURE or for any other reason.
- 2.4.5 THE ORGANISERS RESERVE THE RIGHT TO REFUSE ENTRY OF ANY ENTRANT OR PARTICIPANT WITH THE APPROVAL OF THE FMSCI / STEWARDS.  
The organisers may in their absolute discretion, amalgamate inferior classes with superior classes, as and when they deem it necessary according to the entries received. Each class or amalgamated classes shall include at least six starters.
- 2.4.6 The organisers and/or Clerk of the Course may appoint Judges of Fact. All the time control marshals at the start are nominated as judges of fact for judging jump or false start.

### **ARTICLE 3 GENERAL CONDITIONS**

#### 3.1 GENERALITIES

- 3.1.1 Status: This Meet is an Open Event.
- 3.1.2 The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rest with the Stewards of the Meet.
- 3.1.3 The FMSCI Permit Number is : ----/ 2018

#### 3.2 ROUTE

- 3.2.1 Monsoon Scooter Rally for Scooter manufactured in India, organised by Sportscraft, will be run from TBA covering a distance of approximately 45kms.

#### 3.2.2 SAFETY & MEDICAL

Two ambulances have been arranged for this event of which one is a trauma ambulancel.  
Around 8 – 10 Ham Radio operators have been arranged for our event. They are placed in ambulances, route opening & closing vehicle, at each control and result room (headquarters)  
Efforts will be taken to block all the oncoming traffic and marshals will be placed at strategic locations and best effort will be done.

#### 3.3 ENTRANTS ELIGIBILITY:

- 3.3.1 Any person/legal entity may enter this Meet.
- 3.3.2 Only one rider will be permitted on each scooter i.e. no pillion rider is permitted anytime during the event.

#### 3.4 SCOOTERS - ELIGIBILITY:

- 3.4.1 All scooters must be or individually licensed for the road.
- 3.4.2 This event is open to scooter in Group B as per the 2018 FMSCI Two Wheeler Technical Regulations. As per classification given in **Art.1.2.3. All Indian** Manufactured Scooters in the above classification are eligible for the event.
- 3.4.3 Any type of fuel is permitted provided it complies with FMSCI Two Wheeler Technical Regulations.

- 3.4.4** Please note due to safety reasons and the terrain knobby tyres are free subject to diameter less than **400mm. (Waiver granted by FMSCI)**

#### 3.5 ENTRIES :

- 3.5.1 Entries may be made forthwith but must be in the hands of the organisers with the appropriate entry fees as per programme. (Art.1.1.)
- 3.5.2 Entry forms which are not complete, except as permitted by these regulations or which are not accompanied with the appropriate fee may be rejected.

- 3.5.3 No amendments may be made to the entry form, which has been submitted, except in the cases provided for in the present regulations.
- 3.5.4 By the very fact of signing the entry form, the entrant as well as the rider submit and bind themselves to resort only to the NCR and to the jurisdiction specified in the NCR and prescriptions of these regulations.
- 3.5.5 Any entry may be submitted by email provided it is received before the time mentioned above for closure of entries and the entry form with the entry fee is despatched simultaneously.
- 3.5.6 An entry form which contains false and/or incorrect statements shall be deemed null and void and the entrant may be deemed guilty of breach of the NCR of the FMSCI and these regulations and the entry fee may be forfeited and the entrant Disqualified from the Meet.

3.6 **ENTRY FEES :**

3.6.1 Entry fees will be as follows :

Entry	Individual	Commercial / sponsored	Manufacture / team
Standard	Rs.1500/- + GST	Rs. 3100/-+ GST	5100+ GST
Late	Rs.2500/-+ GST	Rs. 4600/-+ GST	7600+ GST

18% GST will be levied on the entry fees

Entry fee includes: 1) Tea at the start 2) One lunch per participant

**The above fees also includes Indemnity Bond paper of Rs. 100/-**

- 3.6.2 All remittance must be payable to SPORTSCRAFT and all bank drafts, postal orders, money orders must be crossed as A/c Payee only. The Organisers reserve the right not to accept any cheque. Entry fee can also be paid in cash.
- 3.6.3 Entry fee will be refunded by the Organisers only in the following circumstances:
1. If entry is not accepted.
  2. If a 'Reserved Entry' is not permitted to take part in the event.
  3. If the rally is cancelled.

3.7 **DETAILS OF THE MEET:**

- 3.7.1 A minimum of six starters are required to constitute a class. The organisers reserve the right to merge a lower class with a higher class should the number of starters in any case be insufficient. For Ladies class 4 starter will constitute a class eligible for overall ladies prize.
- 3.7.2 A maximum of 60 scooters will be permitted to start. Entries received in excess of this number will be permitted to compete provided any of the accepted competitors withdraw or become disqualified to participate for any reasons. The reserve entry accepted will be on 'First come basis after the permitted 50 scooters.

3.8 **STARTING ORDER:**

The Over All winner of Monsoon Scooter Rally 2017 will be flagged off 1st.

Starting order for 2 – 15 position will be reserved for winners of Monsoon Scooter Rally from years 2017 & 2016 as follows

1. First 5 overall positions.
2. First 2 class winners.
3. FMSCI A seeded rally riders.

They will be allocated starting order by draw.

Rest of the participants will be allocated starting order after the above riders. These too will be as per the draw.

- 3.8.1 Scooter will start at one-minute intervals.

**ARTICLE 4 ENTRANTS OBLIGATIONS**

4.1 **RIDERS LICENCES / VEHICLE DOCUMENTS.**

Every rider should be holder of a currently valid riding licence and FMSCI valid Full Competition Rally Licence/ Either ClubSport Rally 2W License @ Rs.295/- (for open event only) Riders under 18 years will not be allowed to participate.

Or \* Please note that for 2W - Club Sport Rally Licence not required Medical Doctor's Certificate and Full Competition Licence, Medical, Doctor's Certificate is required. Submit the licence application forms online by going to the FMSCI website [www.fmsci.co.in](http://www.fmsci.co.in) >> Forms >> Competition license-Online

- 4.1.1 Driving Licence, registration, valid insurance (recovered your responsible), taxation books for scooter must be produced for inspection to the secretary of the meet before pre-event scrutiny.
- 4.1.3 A letter of authorisation for use of the scooter must be produced from the entrant in case he is not the rider.
- 4.1.4 If the entrant is not the competitor, the rider nominated on the entry form shall be deemed to be his agent, whenever an entrant or competitor is referred to in these regulations.
- 4.1.5 The Clerk of the Course or his nominated official will report immediately to the Stewards who will disqualify a competitor who is deemed unfit for reasons of health or consumption of alcohol or drugs.
- 4.1.6 Participants above the age of 50 must bring and submit the medical fitness certificate.
- 4.2 **MACHINE AND EQUIPMENT**
- 4.2.1 In case of FORCE MAJEURE a change of Scooter within the class may be permitted upto the moment of scrutineering provided an application is made in writing with a full explanation of the circumstances to the organisers whose decision is final. This change will be subject to the payment of an additional fee of Rs.500/-.
- 4.2.2 All machines must have permanent metal ball ends on the handle bar levers.
- 4.2.3 Footrests must be secured.
- 4.2.4 Throttles controls - for all types of two wheelers including sprinter, throttle controls must be self-closing when not held by hand.
- 4.2.5 The wheel rim diameter shall be less than 400 mm for all engine capacities.
- 4.2.6 Secure mudguards are a must over both wheels and should preferably be of plastic or fibreglass. PLEASE NOTE THAT THESE ARE IN ADDITION TO THE NCR
- 4.2.7 **Riding gear requirements :**
- A) Crash helmets are compulsory. These should be either of ISI or international standards and should be of sound condition and fit properly. Straps to be used to fasten the helmet.
  - B) Shoes of any tough material are necessary.
  - C) Gloves are compulsory. Cut Gloves are not permitted
  - D) Goggles/Spectacles if worn should be of a non-splinterable material.
  - E) No hard object to be carried in the pocket or on the person whilst competing.
  - F) Riding gear of thick cord, cotton denim or fire resistant materials are compulsory. The decision of the scrutineer is final.
  - G) Full length sleeves are compulsory
- H) Please note that the decision of the scrutineer on riding gear is final and the riding gear will be subject of Scrutiny along with the vehicle at the same time. It is necessary for all competitors to come with complete riding gear for pre-event scrutiny.
- 4.2.8 At least one rear view mirror of 70-sq. cm reflecting surface is mandatory.
- 4.2.9 **It is mandatory for every participant to carry First Aid Kit.**
- This will have to be presented for inspection during scrutiny. This will be marked.
- Recommendation: Bandages, Cotton, Tincture Iodine, Plaster, painkillers have to be carried as first Aid kit.

## **ARTICLE 5 PRE AND POST RALLY SCRUTINY**

- 5.1 **PRE RALLY SCRUTINY :**
- 5.1.1 The onus of ensuring that a vehicle is in accordance with the classification specified in the entry form rests entirely with the entrant/competitor. Should scrutiny reveal that the entrant/competitor has made a false declaration in the entry form concerning the class of vehicle, he will be liable for DISQUALIFICATION.
- 5.2 **POST RALLY SCRUTINY:**
- 5.2.1 The organisers reserve the right to dismantle any vehicle for the purpose of scrutiny or examination, the cost of which both the spares and labour, will have to be borne by the competitor. The organisers also reserve the right to have the actual scrutiny carried out the next day, or as early as possible. It is necessary that the rider of the vehicle to be scrutinised, be available near his vehicle at all times, especially if the vehicle has to be driven to a place of scrutiny. Please note that the machines may be driven only in an official convoy or if the scrutineering official is present.

- 5.1.2 Any dismantling will be the responsibility of the competitor and work must be started within one hour of notification to the entrant or rider by the Chief Scrutineer that dismantling is required. Failure to commence dismantling within this time may entail DISQUALIFICATION..

## **ARTICLE 6 RESULTS**

- 6.1 Provisional results will be put up on the official notice board as soon as possible after the completion of the rally. The protest period is within 30 minutes after the posting of the provisional results.

## **ARTICLE 7 ACQUAINTANCES AND SUBMISSION TO RULES**

- 7.1 Each person, body, group of person, shall by and upon entering for competition, lodging any appeal to the FMSCI set up under the NCR of the FMSCI, will be deemed to have :
- a) Made themselves acquainted with and unconditionally accepted the provisions of the NCR of the FMSCI and
  - b) submitted themselves without reserve to the consequences resulting from these rules and any subsequent alteration thereof and
  - c) Renounced, under the pain of disqualification, the right to have recourse without the written consent of the FMSCI to any arbitrator or tribunal not provided for in the NCR. All competitors, entrants must also expressly agree and undertake not to agitate, litigate or seek the direction of a Court of Law, except in the manner provided for by the NCR of the FMSCI, on any matter or question directly concerning or relating to the Meet, commencing from the submission of entries up to the conclusion of the Meet, declaration of and distribution of prizes and including any difference in time registered by different time-keeping devices. These are the conditions precedent, attached to the submission of entries, and taking part in the Meet and all entrants, riders, competitors of all scooters participating in the meet shall be bound by them and also the Rules and Regulations hereinafter set out or amendments made thereto.

## **ARTICLE 8 NON LIABILITY OF AND INDEMNITY TO THE ORGANISERS**

### **8.1 NON LIABILITY**

- a) The organisers decline liability for any act/or omission resulting in any loss, damage, injury or accident caused by or competitors and the competing scooters and/or the person or property of a third party either before, during or after the event. The organisers, the FIM, the FMSCI. The sponsors, the relevant State Government, and the Govt. of India also decline any liability for breach of the Laws and Regulations of India. Competitors shall be held entirely responsible for any accident or breach of the Laws in which they may be involved and shall declare to the organisers particulars of any incident from which liability may arise and shall indemnify the Organisers, the FIM, the FMSCI, the sponsors, the relevant State Government, and the Govt. of India in regard to any liability. An entrant, rider, competitor, participant, crew member, agent shall have no claim against the organisers, the FIM, the FMSCI, sponsors, the relevant State Government, and the Govt. of India arising out of any action of the organisers, their servants or agents or officials during the Rally.

### **8.2 DECLARATION AND INSURANCE**

- All competitors must sign the indemnity and declaration which are printed on the reverse of the Entry Form which are:
- a) I have read the regulations issued for this event and agree to be bound by them. In consideration of the acceptance of the entry of this scooter I agree to save harmless and keep indemnified the Government of India, the relevant State Government, the FIM, the FMSCI, Sportscraft, Sponsors and their officials, agents, representatives, employees and all persons assisting them in this event and all owners and tenants of private property traversed from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself or any other person or persons or loss or damage to any property including the scooter concerned in this event or otherwise howsoever and notwithstanding that the same may have been contributed to or occasioned by the negligence of Sportscraft and their officials, agents, representatives, employees and all persons assisting them in this event.  
The indemnity shall be binding on my heirs, executors, administrator and legal representatives.
  - b) I declare that the rider possess the standard of competence necessary for an event of this type to which this entry relates, also that the scooter entered is suitable and road worthy for the event. I agree and undertake to abide by the rules and regulations framed for this event including the conditions precedent set out therein and all other Rules and Regulations, which may hereinafter be framed.  
IMPORTANT: Any indemnity and/or declaration as prescribed by the paragraph above if signed by a person under the age of 18 years, shall be countersigned by that person's parent or guardian whose full name and address shall be given.  
Failure to do so will result in the competitor not being allowed to start.
  - c) The insurance of each competing scooter against Third Party risk is compulsory as per the laws in India and must be obtained by the competitor. The onus of the same will be with the competitor

(Proof will be required prior to the closing of entries).

- d) ENTRANT/RIDER'S ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL INSURANCE POLICIES ISSUED IN INDIA DOES NOT PROVIDE COVER FOR RALLYING.  
Only during the running of the event, all FMSCI Competition License holders are insured for
- i) Personal Accident Insurance: Rs.5,00,000/=
  - ii) Hospitalization benefits: Rs.5,00,000/=
- However, it is strongly advised that all riders take necessary and adequate additional insurance covers on their own including hospitalization benefits.
- All vehicles must have minimum third party insurance and Special Rally cover (with hospitalization benefit), valid for the period of the Rally. This onus is on the participants
- e) 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 competitor, crew member, marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the organisers in any accident or incident which may arise.

#### **ARTICLE 9 BRIEFING MEETING**

- 9.1 A competitors briefing meeting will be held as per the programme. Failure to attend this meeting may mean DISQUALIFICATION from the event. An attendance register will be maintained.

#### **ARTICLE 10 COMPETITION NUMBERS**

- 10.1 Three Competition number stickers and the number ponchos will be supplied by the organisers.
- 10.2 Competition numbers will be the same as the starting order numbers and will be stuck on the scooters as follows:
- a) one in the front
  - b) one each on the two sides.
- 10.3 During the event any competition number sticker is missing a penalty of Rs. 250 will be imposed, subject however that any scooter must at all times have at least one sticker. If no stickers are displayed then the Stewards may impose penalties upto DISQUALIFICATION.
- 10.4 Number Ponchos are compulsory. If competitors are found without number poncho's they may be disqualified.
- 10.5 COMPULSORY ADVERTISING BY THE ORGANISERS
- a) Four stickers of the sponsors / event (apart from the number sticker) to be placed on the scooter.
  - b) **Advertisements of other Oil Company / Additives or company manufacturing any products which are competing products with our sponsors / co-sponsors will not be permitted.**
  - c) **Advertisement of commercial / sponsored / manufacturers' team entries.**  
**A maximum of two stickers of size not larger than 4x5 inches in size and to be placed on the side of the scooter. The front portion of the scooter & the mud guard to be reserved only for the sponsor/s of the event & number sticker.**

#### **ARTICLE 11 PUBLICITY**

- a) Advertising on competing scooter is allowed provided that:
  - 1. Only paint stickers or transfers are used.
  - 2. Any instructions issued by the organisers are observed.
- b) Advertising must not be of a political, obscene or insulting nature and must be in good taste and not conflict with the scooter official rally numbers in such a way as to prevent recognition by officials or Marshals.
- c) Even after the event the competitors may collectively and individually be held responsible for any advertisement infringing this Article.

#### **ARTICLE 12 TIME CARD**

- 12.1 A Time Card will be issued to each competing crew at the start of the Rally. Responsibility for the Card rests solely with the Crew until it is handed back to an official or Marshal of the Rally.  
In the Time Card, following details will be given.
- i) Competition Number
  - ii) Name of the rider
  - iii) Make of the Scooter
  - iv) Starting Time
  - v) Registration number of Scooter.
- 12.1.1 The specimen sample of time/control card of will be displayed on notice board so that the riders could make the appropriate arrangement to carry it & protect it from the rain, as it is the responsibility of the rider to preserve the time card.
- 12.1.2 At every control, the crew must ensure that the time card is signed by the Marshal and furthermore (except at Passage Control) that time is entered therein. The absence of a signature from any control

or the failure to hand in the Time Card at any control (time or passage) will result in DISQUALIFICATION. from the event.

- 12.2.1 Competitors are themselves responsible for the presentation or collection of the Time Card at the various controls and for the accuracy of the entries in the Time Card. The Time Card must remain on board the scooter for the duration of the event and must be presented personally by the competitor at all the control points.
- 12.2.2 Officials are permitted to modify an entry, which they have made but in such case they must score out the original entry and replace it by a completely new one which must be reauthenticated by a further signature. Any entry which appears to have been tampered with may be deemed not to have been made and may result in DISQUALIFICATION for the competitor.
- 12.2.3 A competitor losing his Time Card or not having it completely and correctly filled in will be disqualified.
- 12.2.4 The Time Card is the property of the Organisers and upon retirement for any reason whatsoever MUST be returned to the Organisers without delay.
- 12.2.5 At every control, the crew must ensure that the time is also entered in the Marshals Register. This must be signed by the competitor.
- 12.2.6 The onus of ensuring that the correct time is entered rests solely on the competitor.
- 12.2.7 In case of difference in time noted on the Time Card and the Marshal's Register, the time noted on the Marshal's Register is final.

### **ARTICLE 13 ROUTE CHART**

- 13.1.1 Each competitor will be issued a Route Chart only 8 days before the event. However if the participant desires to have one more route chart it will be available at Rs.50/-.
- 13.1.2 The Route Chart will detail the Route to be followed during the Rally. The break up of the route, as well as its time controls, passage controls, regrouping controls, transport sections, competitive sections are described in the route chart. The average speeds to be maintained will be given with the Route Chart.
- 13.2.1 Competitors must report at every control in the order and direction in which they have been scheduled by the organisers. Any infringement will entail disqualification.
- 13.2.2 Official odometer reading in the tulip chart is taken by GPS.
- 13.3 **THERE ARE NO SPECIAL STAGES**

### **ARTICLE 14 INFRINGEMENTS**

- 14.1 a) Traffic laws and speed limits must be strictly observed.
- b) The Laws in India require that anyone involved in a notifiable accident must stop and report it to the nearest police station without delay. If involved competitors MUST comply. Competitors arriving on the scene of an accident should:
1. If it is at all serious, be morally obliged to give help (including carrying an injured person and must report it to the next control)
  2. If it is not serious, decide whether or not to give help but in any case report the accident to the next control.
- 14.2 All service cars used in the event must be registered with organisers, on or before Friday 24<sup>th</sup> August 2018 by 13:00 hrs. Any changes thereafter will entail **additional late fees of Rs.200.**
- For up to three service vehicles per competitor, the organiser will provide free of cost 2 or 3 service stickers per service car which must be affixed one each on the bonnet, front doors on both sides and on top of the front windscreen on the passenger side and possibly the boot.
- Should a competitor wish to register more than three service vehicles, the balance service vehicles will be issued service stickers on payment of a registration fee of Rs.500/-.
- The registration number and the corresponding sticker number of the service vehicle will be noted along with the competition number of the competitor(s) using the service vehicle in a register, which will be maintained by the organisers.
- 14.2.1 Any competitor found to be receiving service from a vehicle not registered under Article 14.2 will be **fined upto Rs.5000/- for each infringement.**

### **ARTICLE 15 COMPETITOR'S CONDUCT**

- a) Competitors must at all times observe the Traffic Laws of India and must drive and conduct themselves in a manner which does not endanger other road users or bring the sport into disrepute or arouse any adverse public opinion. Any competitor who is found to have behaved in contravention of this paragraph may at the sole discretion of the Stewards be disqualified or be liable to pay a fine of a sum not exceeding Rs.500/-.



b) All competitors must allow a competing scooter that wishes to overtake to do so. Any competing scooter behind and signalling its wish to overtake must be waved on even if it means slowing down or halting to allow this. Infringement of this Article will be reported to the Stewards of the Meeting who are empowered to impose a penalty ranging from one minute up to a maximum of 30 minutes for each infringement or to disqualify the competitor.

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

## **ARTICLE 16** **EVENT**

### 16.1 GENERAL PRESCRIPTIONS

a) Repairs and refuelling are freely permitted throughout the event, except where expressly forbidden by these regulations or any bulletin or any written instruction.

b) All official times used during the event will be as per the Master Clock at the start.

Hours and minutes will be shown thus e.g. 22.1

c) Competitors, team managers, service crew personnel, must at all times obey the instructions of Rally officials. For any infringement of this article the Organisers may at their sole discretion levy a fine for each infringement or with the permission of the Stewards disqualify the concerned competitor.

d) No scooter may be moved other than by its own power by a competitor except:

1. By a ferry

2. By outside means for the minimum distance necessary to extricate it from difficulty and place it back on the road.

3. By gravity

4. By its own crew

**ANY INFRINGEMENT MAY ENTAIL DISQUALIFICATION**

### 16.2 FINISHER

In order to be classified as a finisher, competitors must:

1. Check into all control/s in the order and from the direction as set by the organisers.

2. Pass the finishing line and place the scooter in Parc Ferme.

3. Pay all fines as defined.

## **ARTICLE 17** **CONTROL GENERALITIES**

17.1 All controls i.e. Passage and Time Control will be indicated by means of a banner displayed prominently.

17.2 Controls shall be ready to function approx.30 minutes before the target time for the passage of the first scooter. Unless the Clerk of the Course decides, they will cease to operate 30 minutes after the target time plus MPL of the last competitor.

17.3 **If due to interruption, a competitive stage has to be definitely stopped or not run for all vehicles for any reason whatsoever, before the last crew has covered, a classification for the stage may however be established by allocating to each crew, which has been unable to complete the stage because of the interruption, the slowest time set before the interruption. This classification is valid even if only one crew has been able to cover the stage in normal competing condition. Only the Stewards of the Meeting may apply this disposition.**

17.3.1 It is strictly forbidden under the pain of disqualification.

1. To enter a control area from any direction other than that of the rally.

2. To re-cross or re-enter a control once checking in has taken place at this control.

17.3.2 The stopping time at any control must not exceed the time necessary for carrying out control operations.

### **Control Signs - banners:**



Clock with red background

Time Control (Compulsory stop)



Black flag with red background

Start of CS (Compulsory stop)



Chequered flag with Red Back ground

Flying finish Line – (not to stop)



Red Sign with STOP lettering

Control for noting time (Compulsory stop)



Beige banner with transverse lines

End of Control Area (not to stop)

Please note that the distance between the first two control signs may vary from 50 mtrs depending on the road conditions. Minimum 30 mtrs will be maintained.

- 17.3.3 Crews are obliged to follow instructions of the Marshal in charge of any control points. Failure to observe this may lead to disqualification from the event at the discretion of the Stewards of the Meet.

**ARTICLE 18 TIME CONTROL - FLYING PASSAGE CONTROL DISQUALIFICATION**

**A. TIME CONTROLS :**

- 18.1.1 The time recorded will be the Time Card is handed over at the start and end Time Controls like TC 1, TC 2 etc. The restarts will be given little further from the check in controls.
- 18.1.2 The time will also be entered on the Marshal's Sheet, which must be signed by the competitor. In case of any difference in the time recorded on the Marshal's sheet and the Time Card, the time recorded on the Marshal's Sheet is final.
- 18.1.3 It is the sole responsibility of the competitor to ensure that the time entered on the Marshal's Sheet is correct.
- 18.1.4 The entire event shall be split up into a number of transport sections.

The start of each transport section, with the possible exception of transport sections at the start of the event and those immediately after each leg-end and regroup shall also be start for the following competitive sections. At a point of the organisers choosing, which shall be indicated in the road book, a time control shall be located within each transport section and this time control shall constitute the end of the competitive section. This time control shall be numbered with the suffix CSF following the number of the time control immediately preceding it e.g. The end of C.S. between TC 1 and TC 2 shall be numbered as TC CSF1 and the flying finish will be located here and time will be recorded in hours, minutes and seconds

- 18.1.5 There shall be no ideal time prescribed for traversing the route between TC 1 and TC.CSF-1. However there shall be an ideal time prescribed for traversing the route between TC 1 and TC 2 and the time needed / taken to traverse the route between TC 1 and TC CSF-1 shall be included within the ideal time prescribed for traversing the route between TC 1 and TC 2.

Example: Ideal time prescribed, from TC 1 and TC 2 - 40 mins Time taken from TC 1 to TC CSF-1 - 12 mins. 20 secs. Time left to complete check-in-formalities at TC CSFI and reach TC.2 - 40 mins minus 12 mins 20 secs = 27 mins 40 secs. Since there is no ideal time prescribed for traversing the route from TC 1 to TC CSFI the actual time taken by each crew to traverse this part of the route will be added to their penalties. In the example above, a penalty of 12 mins 20 secs will be added to the penalties of the crew concerned.

Late arrival at the end of the transport section, in the above example TC 2 will be penalised at the rate of 1 min per minute late. It is further clarified that only lateness incurred at the end of the transport section, in the case of the above example at TC 2, shall be counted towards disqualification time (MPL). Early arrival will be penalised at the rate of 2 minutes per minute early.

It is important to note that the time taken for completion of control formalities at the time control at the end of the C.S. in the above example at TC CSFI, shall be to the crew's account. There shall be no re-start or dead time given at these controls. A crew must complete its control formalities at these end of

C.S TC's and proceed on the route to the end of the section, in the example given above to TC.2.

A wider example is given below:-

- Ideal times : TC 1 to TC 2 - 40 mins
- TC 2 to TC 3 - 30 mins
- TC 3 to TC 4 - 40 mins

	Actual Time	Penalty	Penalty counting Towards-
Disqualifactions			
Start time at TC1	10:00		
Check-in-time at TC:CSF-1	10:12:20	12 mins 20 secs	nil
Check-in time at TC.2	10:41	1 min	1 minute
Restart from TC 2	10:43		
	(10)		

Check-in time at TC:CSF-2	10:51:10	08 mins 10 secs	nil
Check-in time at TC:3	11:13		
Restart from TC:3	11:15		
Check-in time at TC:CSF-3	11:33:43	18 mins 43 secs	nil
Check-in time at TC:4	11:57	2 mins	2 minutes
TOTAL PENALTIES		42 mins 13 secs	3 minutes

- 18.1.5 Where a time control is missing, the time due at the next time control will remain unaffected in case the missing time control is a 'End of Competitive section'. But in the event the missing Time Control is a 'End of Transport section' the time due at the next 'End of Transport' will be the sum of the ideal time given for the preceding section and the ideal time given for the following sections:

Example: Ideal Time from TC 1 to TC 2 - 40 minutes

Ideal Time from TC 2 to TC 3 - 30 minutes

TC 2 is missing

Time allowed between TC 1 and TC 3 = 40 + 30 = 70 mins

In case the 'End of C.S.' TC between TC 1 and TC 2 is missing then the check in time at TC 2 will remain unaffected and the Time allowed between TC 1 to TC 2 will remain as it is

In the event TC 2 is missing, there is a likelihood that the 'End of C.S' between TC 2 and TC 3 (TC CSF2) has been established. In this case competitors must check-in-at this control (TC CSF2) and have their time and passage recorded even though this time may have no bearing on their penalties.

- 18.1.6 All TC's at start of the stage all the scooters will be started off at the full minute.

**Jump start – The penalty for Jump start will be 2 minutes per occurrence. The start marshals will be the judges of fact.**

- 18.1.7 Since competitive sections are incorporated within transport section, as explained in Art.18.1.4 above, there is no ideal time given for competitive sections. The actual time taken by the respective crews to traverse these competitive sections in each transport section expressed in hours, minutes and seconds, shall be added to their other penalties (road, technical etc.) expressed in time.

#### B. FLYING PASSAGE CONTROLS:

- 18.2 These may be established at various places in order to ensure that competitors cover the correct route. At these flying passage controls, Time Cards will be signed by the official but no time recorded.

#### C. DISQUALIFICATION FROM THE EVENT:

- 18.3 The maximum permitted lateness from TC 1 to TC 2 is 15 minutes, from TC 2 to TC 5 is 20 minutes. The disqualification time may be modified at any time by the Stewards of the meet upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.

- 18.4 Disqualification for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

- 18.5 In no case can early arrivals be used as a mean of reducing the lateness resulting in disqualification. Neither shall penalties for early arrival be taken into consideration when calculating the maximum lateness resulting in disqualification

### ARTICLE 19

- 19.1 Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing controls.

- 19.2 The purpose of these regroupings will be to reduce the intervals, which may occur between crews as a result of late arrivals and/or retirement. Thus the starting time from the regrouping control and not its duration must be taken into account. However, the regrouping controls may provide for the mandatory rest period.

#### EXAMPLE:

120 scooters at the start of the rally:

First regrouping of 4 hrs. Maximum rest and 15 minutes of minimum rest.

Target time for arrival of scooter No.1                      08.01 hrs

Target time for arrival of scooter No. 120 10.00 hrs

Restart time for Scooter No. 1                                      12.01 hrs

Restart time (assuming no retirement)                      14.00 hrs

for last scooter

In fact at this stage of the rally 60 scooters have retired and bunching the remainder gives actual start times and rest period as follows:

Start time for scooter No.1	12.01 hrs
Actual arrival time	08.45 hrs
Rest period	3h.16 m
Start time for scooter No.120	13.00 hrs
Actual arrival time	11.50 hrs
Rest period	1h.10 min

- 19.3 On arrival at a regrouping control and after checking in the scooters will be taken directly to Parc Ferme and parked. The order of restarting will be based on the order of checking in at regrouping controls.
- 19.4 Early check – in is allowed at last (Finish) control only.

## **ARTICLE 20 CLASSIFICATIONS**

Scooters assembled/manufactured in India under the following classes are eligible to participants in the rally.

- a) Class S-1 Above 80 upto 110cc -- Two stroke (Group B)
  - b) Class S-2 Above 110cc upto 160cc – Two stroke (Group B)
  - c) Class S-3 FSG Above 80 cc Upto 160cc -- Four Stroke. (Group B)
  - d) Class S-4 FSG Above 160 cc Upto 210cc -- Four Stroke. (Group B)
- (Four Stroke general class for Indian Manufactured Scooters)
- e) Ladies Class – Open (Group B)

## **2W Rallying Technical Regulations**

<http://www.fmsci.co.in/wp-content/uploads/2017/03/Tech-Reg-2W-Rally-2017.pdf>

### 4.3 Specific technical regulations for Group “B”

Two wheelers in group “B” are eligible to compete with the modifications and conditions authorized as listed below, in addition to those permitted in group “C” but within the limits laid down under chapter 3 “Common Technical Regulations”. Articles 4.2.1 and 4.2.2 are applicable in this group also.

#### 4.3.1 List of Free items for Group “B” in addition to those allowed in Group “C”

1. Wheels, hubs, axles
2. Chains and chain adjusters
3. All types of ignitions (including coils, contact – breakers, magnetos, alternators, capacitor discharge & transistorized ignitions)
4. Fuel tanks
5. Shock absorbers, all dampers
6. All instruments
7. Crank shaft assemblies (includes crankshaft, connecting rod/s, crank pins). Piston/s, Pin/s, Lock/s, Ring/s.
8. Components of the braking system (includes brake pads, brake linings, shoes, master cylinders, rotors, callipers)
9. Gears and gear ratios are FREE. The number of speeds as specified in the homologation form shall not be altered.
10. Valves, number of valves, valve springs, retainers, locks, rocker arms, push-rods, cam-shaft/s and timing gear.
11. The components of the primary drive (crank pinion gears or sprockets and ratios)./ The method of drive shall not be altered from chain to gear or belt or vice versa.
12. The components of the clutch system (includes clutch basket, pressure and friction plates). The type of clutch shall not be altered from wet to dry or vice versa).
13. The method and components of the front suspension (includes fork assemblies, steering head assemblies, rake and trail)
14. The method and components of the rear suspension (includes swinging arm). However, the pivot point of the swinging arm with respect to the frame shall not be altered.
15. Method of induction.
16. Chassis Indian Component only - the onus of proof lies with the competitor.

#### 4.3.2 Permitted additional engine modifications for Group “B”

- 1) The number of ports per cylinder/s, cylinder head/s may be altered.
- 2) The material and castings of the cylinder/s and cylinder head/s are FREE, as long as they are made in India. Additional studs on the cylinder/s cylinder head/s are permitted.
- 3) Crankcase / gearbox shell: Material may be added by welding or removed by machining only. Primary compression ratio may be altered.
- 4) The stroke of the engine may be altered.

## **ARTICLE 21 PARC FERME**

- 21.1 There are no special stages in the rally
- 21.2 Subject to Art.21.3 repairs or refuelling are forbidden on Parc Ferme except washing of lights, rally plates and advertisements.
- 21.2.1 The size of the Control Card of part 1 & 2 is 21.5 by 15.5 cm. Kindly make the appropriate arrangement to carry it and protect it from the rain, as it is the responsibility of the rider to preserve the time card.
- 21.3 If the organisers consider a Scooter to be so defective as to be a danger to other road users they may order repairs to be carried out in Parc Ferme by the rider and/or service personnel under official supervision. The time at which the repairs are started and completed will be endorsed on the time card and the minutes taken considered as lateness. A new start time will be given after the vehicle has been passed as fit to proceed by the organisers.  
If the time taken to complete repairs exceeds the maximum permitted lateness allowed then the scooter will be disqualified.
- 21.4 The vehicle may be presented by a representative of the entrant, at the start Parce Farme. As soon as a scooter has been parked in Parc Farme the crew will leave the Parc Farme and no unauthorised person will be allowed to enter.
- 21.5 Crews will be allowed to re-enter a Parc Ferme 10 minutes before their schedule time of departure.
- 21.6 The starting area will be operational at least 90 minutes before the start of the event. All competitors must check their vehicles into the start Parc Ferme not later than 60 minutes before the start of the event. Non-compliance may result in not being allowed to start.
- 21.7 If a crew is unable to present its scooter with the engine running at the start of the event, or at restart at regrouping controls it shall be penalised 1 minute per minute late. The penalty shall not count towards disqualification. Any crew reporting more than 10 minutes late shall not be allowed to start.
- 21.8 Any infringement of parc ferme regulations may result in disqualification from the event at the discretion of the Stewards of the Meeting
- 21.9 Tie Breaker:  
The winner will be the rider who has set the maximum number of fastest times in the CS's. If no clear winner emerges, than the maximum number of second fastest times and so on until a clear winner emerges.

## **ARTICLE 22 PROTEST AND APPEALS**

- 22.1 The time limit for protest against provisional result are within 30 minutes after the results are declared at the finish
- 22.2 Protest shall be in writing and accompanied by a fee of Rs.7080/- and shall be lodged with the Clerk of the Course or one of its appointed deputies.
- 22.3 Any ruling by the Stewards shall be final and subject only to the right of appeal as provided for by the NCR.
- 22.4 The appeal fee as set by the FMSCI is Rs.1,13,280/- with Rs. 56,640/= to be paid along with intention to appeal and balance Rs. 56,640/= with grounds of appeal within 96 hours in accordance with Appendix "R" of the NCR.

## **ARTICLE 23 PRIZES**

### **23.1.1 RANKING**

Competitors will be ranked in ascending order of penalty points incurred by them i.e. person with the least penalty points would be ranked first.

### **PRIZES**

#### **Overall**

- 1<sup>st</sup> Trophy and cash award of Rs.10000.00  
2<sup>nd</sup> Trophy and cash award of Rs.7500.00  
3<sup>rd</sup> Trophy and cash award of Rs.5000.00  
4<sup>th</sup> Trophy and cash award of Rs.4000.00  
5<sup>th</sup> Trophy and cash awards of Rs.2000.00

#### **Prizes- In Each Class**

- 1<sup>st</sup> Trophy and cash award of Rs.4000.00  
2<sup>nd</sup> Trophy and cash award of Rs.3000.00  
3<sup>rd</sup> Trophy and cash award of Rs.2000.00

**Ladies Class – Overall**

1<sup>st</sup> Trophy and cash award of Rs.3000.00

2<sup>nd</sup> Trophy and cash award of Rs.2000.00

3<sup>rd</sup> Trophy and cash award of Rs.1500.00

**Please note If there are Three or less then Three only one Trophy will be awarded.**

**First timer Trophy** Late Firdosh Vajifdar trophy will be presented for the best performance by the first timer entering in two wheeler rally Rs.2500.00

Please note that the names of the riders eligible for the (1st timer) Late Firdosh Vajifdar Trophy will be displayed on the notice board at the time of scrutiny and the start. Anyone having an objection to the eligibility of these competitors for this prize must state their objection in writing before the start to the COC.

Organisers reserve the right to declare additional prizes and increase the entries

23.2 Please note the monetary awards will not be given if the original PAN CARD for inspections along with the Xerox copy of PAN CARD as not submitted.

Monetary awards over Rs. 10000/- subject to TDS deduction.

Organisers reserve the rights to increase the Prize money

23.3 **It is mandatory for ALL the prize winners to wear the sponsors caps and competition poncho while receiving the trophies and be present for the group photograph after the prize distribution with sponsor's caps on.**

23.4 All awards will be presented to the rider unless specified otherwise by the entrants.

Prize Money is in Indian Rupees subject to deduction of Tax at source as per Government Regulations in force.

## Indemnity - Monsoon Scooter Rally – Rasayani 25<sup>th</sup> August 2018

I, the undersigned.....hereby make an application to participate in the rally and certify that the particulars of my scooter as given above are correct and certify that I have read the Supplementary Regulations issued by the Organizers - SPORTSCRAFT for the rally and agree to be bound by the and by the International Sporting code of the FIM and the National Competition Rules of the FMSCI as well as the undertaking of this form.

### DECLARATION

I have read the Regulations issued for this event and agree to be bound by them. In consideration of the acceptance of the entry of this scooter, I agree to save harmless and keep indemnified the Government of India, the FIM, the FMSCI, Sportscraft, and their officials agents, representatives, employees and all persons assisting them in this event and all owners and tenants of private property traversed from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself or any other person or persons or loss or damage to any property including the scooter concerned in this event or otherwise howsoever and notwithstanding that the same may have been contributed to our occasioned by the negligence of the Sportscraft and their officials, agents, representatives, employees and all persons assisting them in this event, the indemnity shall be binding on my heirs, executors, administrators and legal representatives.

I on behalf of me and my sponsors agree and undertake not to agitate, litigate or seek the decision of a court of law on any matter or question concerning or relating to the rally commencing from the submission of the entry form up to the conclusion of the event and the declaration and distribution of prizes. I also renounce and relinquish my rights, if any, to have recourse to any arbitrator, tribunal not provided for in the International Rules of the FIM and the NCR of the FMSCI.

I declare that the rider possess the standard of competence necessary for an event of this type to which this entry relates, also that the scooter entered is suitable and road worthy for the event. I agree and undertake to abide by the Rules and Regulations framed for this event including the conditions precedent set out therein and all other Rules and Regulations which may hereinafter be framed.

I have noted that the monetary awards will not be given if the original PAN CARD for inspections along with the Xerox copy of PAN CARD as not submitted.

Finally, I hereby acknowledge that I am conversant with the risks and dangers of motor sport in general and this event in particular which I assume hereby.

I am aware that FMSCI Competition License covers INR 5 Lacs for personal accident & INR 5 Lac toward medical expenses, Any Additional claim arising from an incident will be my responsibility and organizers, promoters, FMSCI, FIM, FIA will not responsible for the same.

I am aware general insurance is not valid for Motor Sporting event. All the required insurance and risks will be my responsibility and covered by me. The organizers Sportscraft and the FMSCI, , FIM, will not be responsible for any third party liability.

Finally, I/We, hereby, acknowledge that I/We am/are conversant with the risks and dangers of motor sport in general and this event in particular, for which **I along with my sponsors**, hereby, assume to be solely responsible. I/We, hereby, confirm that I/We have my accident policy with hospitalization and hence organizers are not responsible.

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Sign of the Entrant \_\_\_\_\_ Sign of the Rider \_\_\_\_\_

Failure to do so will result in the competitor not being allowed to start.

Signature of Guardian: \_\_\_\_\_ Full Name: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

Full name & address of Witness: \_\_\_\_\_

Signature of Witness to all the above signatures: \_\_\_\_\_

I further confirm that I have read Article Nos. 10.4 – b & Article No. 23.3. As a participant of this event I will abide by the same.

Sign of the Entrant \_\_\_\_\_ Sign of the Rider \_\_\_\_\_