

Honda MMSC One Make Championship 2015

Principal Sponsor



Coordinated, Promoted & Organised by



Madras Motor Sports Club

Chandhok Centre - Ground Floor,
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Email: race@mmsc.in

Approved by

fmsci

The Federation of Motor Sports Clubs of India

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

www.fmsci.in

Honda MMSC One Make Championship 2015

Art.1 Preamble

The Honda MMSC One Make Championship 2015 for two wheelers is a One Make Championship event approved by the FMSCI. This championship is run under the International Sporting Code of the Federation Internationale de Motocyclisme (FIM), The 2012 FMSCI Road Racing Championship Regulations, The FMSCI Disciplinary & Arbitration Code, and these Supplementary Regulations.

Art.2 Status of the Event: Manufacturers Single Make Championship

Art.3 Sponsors : Honda Motorcycle & Scooter India Pvt. Ltd.

Art.4 Organizers: Madras Motor Sports Club, Chennai

4.1 Organising Committee

President MMSC: Mr. Ajit Thomas

Organising Committee Chairman: Mr. Manoj Dalal

Members:

Mr. Vicky Chandhok

Mr. Khushru Madan

Mr. Prabha Shankar

Mr. Jaswant Singh

Mr. Farhan Vohra

Mr. Rajesh Malhotra

Mr. Pramod Kumar

Mr. Amit Arora

Art.5 Dates and Venues

This Championship shall consist of 5 (five) rounds

Round	Course	Date
Round 1	MMRT, Chennai	10 th – 12 th July 2015
Round 2	MMRT, Chennai	7 th – 9 th August 2015
Round 3	MMRT, Chennai	4 th – 6 th September 2015
Round 4	MMRT, Chennai or BIC	TBA

MMRT – Madras Motor Race Track, Chennai

KMS – Kari Motor Speedway, Coimbatore

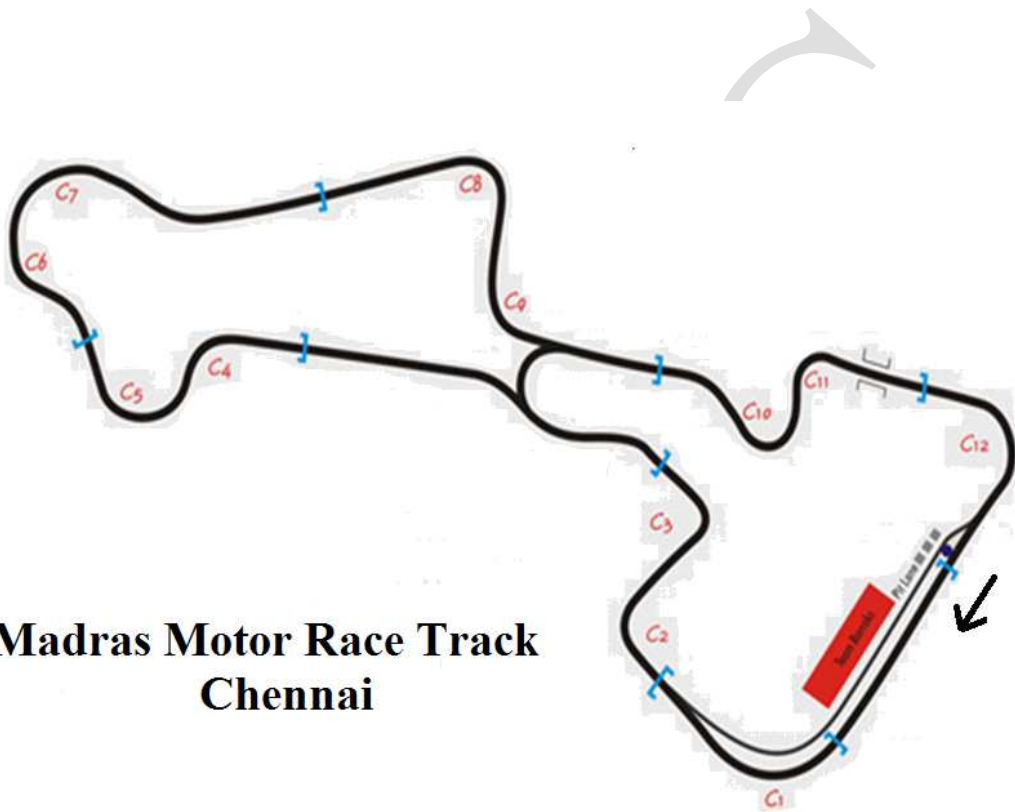
BIC – Buddh International Circuit

Art.6 Course Details

Course	Distance	Surface
MMST Race Track, Chennai	2.00/3.7 Kms	Tarmac
KMS, Coimbatore	2.10 Kms	Tarmac
BIC, Greater Noida	5.14 Kms	Tarmac



Kari Motor Speedway, Coimbatore



**Madras Motor Race Track
Chennai**



Buddh International Circuit, Greater Noida

Art.7 Classes

Class	CC Classification	Stroke	Category	Races
1	Honda CBR250CC	4stroke	Open	2
2	Honda CBR150CC	4stroke	Novice	2

The organizers are at liberty to merge the lower class with a higher class. There may be additional classes run which will be communicated via Competitors Information Bulletin, but such classes shall not be part of the Championship.

Novice:

Riders who are below 23 Years of Age as on 1-1-2015 & have not WON any race in any of the previous Championship/ Cup/ Challenge/ series/ scheme conducted in India or Abroad.

Open:

Any rider who is above 23 years of age or has WON any race in any previous Championship/ Cup/ Challenge/ series/ Scheme in India or Abroad.

Art.8 Eligible Vehicles

Honda CBR250R & Honda CBR150R as supplied by HMSI (Honda).

Art.9 Entrants eligibility

- 9.1 Each entrant should be the holder of a valid competition license issued by the FMSCI. The rider must possess at least FMSCI Road Racing Restricted Competition License. **If the entrant is different from that of the first named rider or is a team, then FMSCI Team entrant license is necessary.**
- 9.2 In case the competitor is other than the entrant, the competitor will be the official agent of his entrant and will thus, obey all rules that apply to the entrant
- 9.3 All riders should have previous racing experience or should minimum have completed a training session with California Super Bike School or Apex Racing Academy or Honda Ten 10 Racing Academy or MMSC TVS Racing Academy.
- 9.4 Any rider taking part in the Honda One Make Championship 2015 cannot take part in any other one make championship/ Cup/ Series/ Challenge/ trophy/ race of any other manufacturer in the same calendar year. If any rider so decides to take part in any other one make championship/ cup/ series/ challenge/ trophy or race of any other manufacturer in the middle of a season, he/ she will forfeit their points accumulated in this championship.

Art.10 Entries

- 10.1 Entries may be made forthwith. The SRs, Entry form may be downloaded from www.madrasmotorsports.in or www.fmsci.in or www.honda2wheelersindia.com
- 10.2 All entries along with entry fees have to reach Club office on or before Friday prior to the Race weekend. Late entries have to reach before 17:00 Hrs. on Saturday prior to race weekend.

- 10.3 Entry forms which are incomplete, except as provided by these regulations, or which are not accompanied with the appropriate fees and documents may be rejected.
- 10.4 No amendments may be made to the entry form except in cases provided for in these regulations and amendments thereof.
- 10.5 By the very fact of signing the entry form, the entrant and competitor submit and bind themselves to resort only to the 2012 FMSCI Road Racing Championship Regulations and jurisdiction specified therein and these regulations and amendments thereof.
- 10.6 An entry, which contains false and/or incorrect statements, will be deemed null and void, the entrant and competitor may be deemed guilty of breach of the 2012 FMSCI Road Racing Championship Regulations, these registration and the entry fees will be forfeited, and the entrant and competitor disqualified from the event.

10.7 Entry Fees (in Indian Rupees)

Novice/ Open for India Bikes	: Rs.2000/- per Weekend
Team Entry Registration fee for CBR250R	: Rs 5000/- for the Championship (riders entry fee payable as above)

IF Entry Fees paid for the full championship before the start of the first round along with complete paper work a special 10% discount will be offered on the total entry fee payable.

Late entries shall be 50% extra than standard entry fees.

For all rounds of the Championship if the fees is paid by cheque it should be made payable to "Madras Motor Sports Club" payable at Chennai. Payment in cash will be accepted at the club office only. The entry fee can be deposited or transferred into our bank account as follows

Bank	: HDFC Bank
Branch	: Santhome Branch
A/c Name	: Madras Motor Sports Club
A/c Type	: SB
A/c Number	: 50100008894164
IFSC Code	: HDFC0000386

Please give the proof of deposit or transfer along with fully completed entry form. The forms & proof can be sent by email to race@mmsc.in . the hard copies need to be couriered to the MMSC office address.

- 10.8 Entry fees or a part thereof will be refunded only in the following circumstance.
- If any entry is not accepted – 100 %
 - If the event is cancelled – 100 %
 - If the date of the event is altered – 100 %

10.9 Maximum number of entries is based on the circuit length. Max entries at MMRT & BIC is 40 & KMS is 32.

10.10 Minimum number of entries shall be 8 for all classes. **The organisers shall be at liberty to cancel a round/ race if the minimum number of entries are not received.** If the minimum number of entries are not received in a race or round after the start of the championship that race/ round will not count towards the championship for the class in which the minimum entries are not received. If less than 8 races are run for a class due to lack of entries then the class will be deemed to have been abolished and there shall be no Championship prizes for the said class, however the individual race prizes already won shall stand.

Art.11 NON-LIABILITY OF & INDEMNITY TO ORGANIZERS

The organisers decline liability for any accident caused by, to any entrant, competitor, 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 declare to the duly authorized official or to the organisers, in regards to any and all incidents from which liability may arise and shall indemnify the organisers, sponsors, FIM, FMSCI, relevant State Governments, & Govt. of India in regards to all liabilities. The entrant and his executor/administrators and legal representatives shall not have any claim whatsoever on the organisers, sponsors, FIM, FMSCI, relevant State Governments, Govt. of India, their officials, agents, representatives, employees, owners of the race tracks and all persons assisting them in the events either before or during the event.

11.1 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 vehicle I agree to save harmless and keep indemnified the Government of India, the FIM, the FMSCI, Organizers, 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 vehicle concerned in this event or otherwise howsoever and notwithstanding that the same may have been contributed to or occasioned by the negligence of Organizers 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 I / rider possess the standard of competence necessary for an event of this type to which this entry relates, also that the vehicle 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.

- c) **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.
- d) Failure to do so will result in the competitor not being allowed to start.
- e) **ENTRANT/RIDER'S ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL INSURANCE POLICIES ISSUED IN INDIA DOES NOT PROVIDE COVER FOR RACING/MOTOR SPORTS.**
- f) 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.1,00,000/= (not Cash less)
- g) Under the laws of India any accident out of which a claim may arise should be reported to the nearest police station.
- h) Under No circumstances will any competitor, crewmember, 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.

Art.12 Pre-Event Scrutiny

- 12.1 Pre-event scrutiny is compulsory for all competing vehicles.
- 12.2 Competitors will strictly adhere to the date and time of scrutiny as will be put up on the notice board. Any vehicle which reports for scrutiny after the allotted date and time will be scrutinized after payment of a fine of Rs.1000/=.
- 12.3 Pre-Event scrutiny will be held on the Friday of the race week as per the programme of individual rounds.
- 12.4 After the pre-event scrutiny, competitors are not allowed to alter the competing motorcycles, which might affect the vehicles classification or safety without the written consent of the Clerk of the Course/ Race Director or the Chief Scrutineer.
- 12.5 The onus of ensuring that a competing vehicle is in accordance with the group and category as specified in the appendices of the 2012 FMSCI Road Racing Championship Regulations rests entirely with the entrant and competitor and not with the scrutineer. As far as pre-event scrutiny is concerned, should scrutiny reveal that the entrant has made any false / incorrect declaration in the entry form concerning the vehicle, the entrant or competitor will be liable for DISQUALIFICATION from the event.
- 12.6 Vehicles that have passed scrutiny may be marked in a manner to provide that it has undergone pre-event scrutiny and certain parts may be sealed. Tampering with the Seal / Mark entails DISQUALIFICATION.

Art.13 Qualifying Session/ Heats

The Organisers will conduct a Qualifying Session/ heat for upto 30 riders in the CBR 150R Category, who have given their fully filled up entries to MMSC on or before the cutoff date. The top 20 riders who record the best time in the Qualifying session shall only be allowed to take part in the race. The finish order of Race 1 shall be the starting grid for Race 2. HMSI will have the right to include upto 5 wild card entries per round in the novice class. These wild card entry riders should also complete all documentation, scrutiny & practice.

The Organisers will conduct a qualifying Session for upto 20 riders in the CBR250R Category (who are deemed fit to ride the said bikes, by MMSC race committee). The starting order for the both the race shall be as per the Qualifying. HMSI will have the right to include upto 2 wild card entries in these categories per round.

Art.14 Post Event Scrutiny

- 14.1 After completion of the event, all / or specified motorcycles will be placed in the scrutiny bay until such time that the protest period has elapsed. Motorcycles required to be used in another event will be released at the time of line up under supervision of officials.
- 14.2 Vehicles in scrutiny bay may not be attended to for any reason whatsoever without specific permission of the Chief Scrutineer.
- 14.3 The organisers reserve the right to dismantle any vehicle for the purpose of scrutiny or examination, the cost of which both spares and labour will be borne by the competitor. The organisers also reserves 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 will be available near his vehicle which may have to be ridden to a place of scrutiny. Please note that the vehicle may be ridden only in an official convoy or if the scrutineering official is present. Disobedience may entail DISQUALIFICATION from the meet.

Art.15 Mandatory Advertisement

Championship and event sponsor's stickers must be put on vehicles, in the areas earmarked.

Art.16 Number Plates

Number plates must be three in number and may be oval or rectangular in shape. They may be made from rigid and solid material (plastic or fiberglass) and should measure not less than 285 mm x 235mm. The plates must not be curved more than 50 mm out of the true plane. One plate must be fixed to the front, inclined not more than 30 degrees rearwards from the vertical. The others must be placed vertically on each side of the machine, facing outward. They must be fixed in such a manner as to be clearly visible and they must not be masked by any part of the machine or by the rider / pillion rider when seated in the riding manner. In case of separate plates, a space of equivalent size of the bodywork can be painted with matt colors or fixed. The figures must be clearly legible and the background painted with matt colors to avoid reflection from sunlight.

The minimum dimensions of the number letters are :

Height of the figure 140 mm

Width of the figure 80 mm

Width of the Stroke 25 mm
Space between the two figures 15 mm

The English form of letters should be used. The space of a least 5 cms must be left free all round the number plates in which no advertising may appear. Any other number or marking on the machine that may be confused with the competition number plate must be removed before the start of the competition. The side number plate must be positioned above a horizontal line drawn through the rear wheel spindle and front edge of the plate must be behind a vertical line drawn 200 mm to the rear of the rider's footrest. The space between the numbers may be perforated on the number plate. Machines with number plates which do not conform to the above listed specifications shall not be passed by the Technical Steward. The Chief Time Keeper may direct the removal of any other number not connected with the competition number, if in his opinion, the presence of the number could prejudice the operation of timing and scoring. The color of the number and background must be white on black or vice versa unless number stickers are supplied by the organizers

Art.17 Protest & Appeals

Protest fee is as per table below and protest time is **30 mins** from the time of posting of provisional results. 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.10,000/= shall be levied.

Any ruling by the Race Direction, Stewards of the Meet shall be final and subject only to right of appeals as provided for in the 2012 Disciplinary & Arbitration Code (DAC).

Summary

Reason	Addressed To	Amount
Protest against decision of Race Director/COC	To Race Direction	Rs.6000/-
Appeal against decision of Race Direction	To Stewards	Rs.12000/-
Appeal against decision of Stewards	To IMSAC	Rs.48,000 + Rs.48,000/-

Art.18 Championship Points

Points for Rider Titles and Team will be awarded for each race according to the following scale and all race points will count for the Championship Winner.

Position	Points
1 st Place	25
2 nd Place	18
3 rd Place	15
4 th Place	12
5 th Place	10
6 th Place	8

7 th Place	6
8 th Place	4
9 th Place	2
10 th Place	1

Art. 19 Prizes for individual rounds

Class	Posn.	Award	Tuner
For CBR150R	1 st	Trophy + RS. 7500	
	2 nd	Trophy + Rs. 5000	
	3 rd	Trophy + Rs. 2500	
For CBR250R	1 st	Trophy + RS. 7500	Trophy
	2 nd	Trophy + Rs. 5000	
	3 rd	Trophy + Rs. 2500	

All entrants have to be present for the Award Giving Ceremony. Those who cannot be present should intimate the COC. **All the Winners going onto the podium will have to wear the event sponsor's caps** and will not in any way demean or disgrace or disregard the wearing of the event \ race sponsors cap on the podium. **Failure to adhere to this will lead to disqualification from the event.**

Art.19 Prizes for Championship

I. CBR150R - Novice Category

1st Place: Trophy + Rs. 30000/-
 2nd Place: Trophy + Rs. 20000/-
 3rd Place: Trophy + Rs. 10000/-

II. CBR250R Class – Open Category

1st Place: Trophy + Rs.30000/-
 2nd Place: Trophy + Rs.20000/-
 3rd Place : Trophy + Rs.10000/-

IV. Team Award for CBR250R Class

1st Place: Trophy
 2nd Place: Trophy
 3rd Place: Trophy

WARNING

MOTORSPORTS CAN BE DANGEROUS. DESPITE ORGANIZERS TAKING NECESSARY PRECAUTIONS, ACCIDENTS MAY HAPPEN. YOU ARE PRESENT HERE AT YOUR OWN RISK.