

JK TYRE

presents

ENDURANCE LEAGUE 2022



 <p>The Federation of Motor Sports Clubs of India</p> <p>www.fmsci.co.in</p>	<p>The Federation of Motor Sports Clubs of India (FMSCI) A25, Krishna Towers, 50, Sardar Patel Road, Chennai 600 113 Ph. : (91) (44) 22352673, 22355304, 64506665 Fax : 22351684 Email : admin@fmsci.in</p>
<p>National Sports Federation recognized by the Government of India and the National Sporting Authority (ASN) of the FIA & the National Motorcycling Federation (FMN) of the FIM in India</p>	
 	<p>POWERED BY</p>  

This is an important document. All Drivers must read these Regulations before completing and signing the relevant Registration and Entry Forms. Please contact the Organising Committee if you have any questions in relation to these Regulations. Only the English text of these Regulations is legally binding.

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ARTICLE 1 – ORGANISATION

An Organiser will organize a 90 mins. Endurance Race for Bikes. The race will be organized according to the International Sporting Code, as well as the Sporting Regulations of the FMSCI and these supplementary. These Regulations have been approved by the FMSCI.

Name of the Event: JK TYRE presents ENDURANCE LEAGUE 2022
Powered by : - United CRA

DATES & VENUES

Round	Date	Venue
1 st	16 – 18 SEPT 2022	KMS, Coimbatore.
2 nd	28 – 30 OCT 2022	KMS, Coimbatore.
3 rd	16 – 18 DEC 2022	KMS, Coimbatore.

Venue: Kari Motor Speedway. Coimbatore

Official Language: Only the English text approved by the FMSCI is binding.

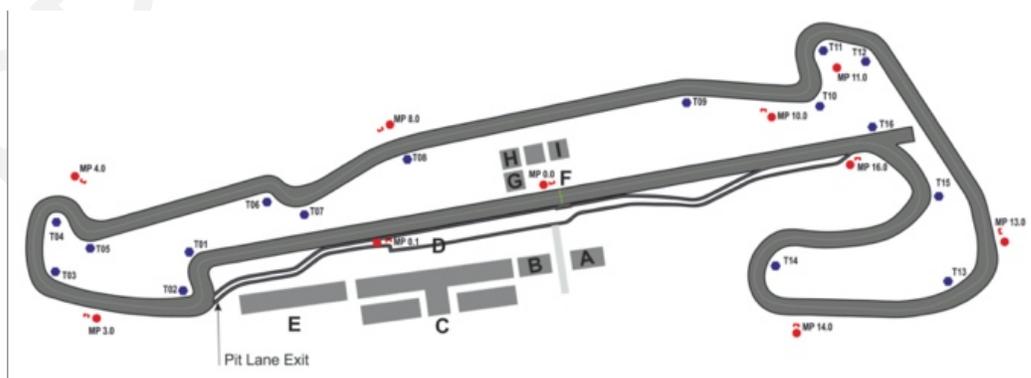
Status: LEAGUE

Officials & Program

Refer list of official & Program

COURSE DETAILS

Course	Distance	Surface
KMS, Coimbatore	2.5 Kms.	Tarmac



ARTICLE 2 – ENTRIES

Each Team shall comprise of 3 riders. The standard entry fee – Rs.19500/- Per Round + GST.

To be considered, entries must:

- Include fully **filled up Entry Form**
- Include a **copy of the Valid FMSCI Competition licenses of all the riders**

ARTICLE 3 – ELIGIBLE BIKES

Suzuki GXR 250 Bikes will be provided **by THE CRA MOTORSPORTS (OPC) PVT LTD.**

3.1 Change of bike during a meeting: upon Stewards' approval.

A "Reserve bike" can be accepted, provided it has successfully undergone the technical scrutinizing. A written request must be submitted to the Clerk of the Course for approval from the Stewards.

This request must be made at least:

- Before the start of the first qualifying,
- Before the start of the second qualifying (the time from first qualifying will be cancelled),
- Before the start of the race (the bike will start from the back of the grid).

ARTICLE 4 - COMPETITION NUMBERS

The teams will have a permanent competition numbers. The organisers will allocate the competition numbers through draw of lots before the start of Round 1 for the full season.

The final decision of the Starting number is subject to the STEWARDS approval.

ARTICLE 5 – TECHNICAL REGULATIONS

All bikes presented to the scrutiners should comply with their specification Technical Regulations. All competitors will have to certify and sign the Scrutiny Card at the time of Pre Event Scrutiny. Weight, engine capacity may be checked at any time during the event at the discretion of the Chief Scrutineer or on stewards' decision.

Each competing team must produce their Re-fuelling can to the Scrutineer during the pre-event scrutiny.

Only the approved fuel cans may be used during the event. Usage of non-approved equipment will be reported to the stewards for further action, who may disqualify the team on safety grounds. Fuel / Fuel cans will be proved by the CRA MOTORSPORTS (OPC) PVT LTD.

If a bike does not comply with the technical regulations, it may be DISQUALIFIED by the Stewards.

ARTICLE 5.1 Riders' Equipment

- Must conform to The 2022 FMSCI Safety Regulations.

ARTICLE 5.2 – TECHNICAL & ADMINISTRATIVE CHECKS

The following documents shall be presented during the verification:

- FMSCI National Competition license:
- Registration document / ownership document of the vehicle
- The stickers provided by the Organisers must be displayed on the bike without altering them in any way.
- Any additional advertising (save the original livery of the bike) must meet the FMSCI requirement.

Any bike found in breach of the above "advertising" regulations could be refused to start the race.

ARTICLE 6 – TYRES

- 1. Tyre change is not permitted during the race.**
- 2. The tyres have to comply with the FMSCI two wheeler technical regulations and will be provided by the Organiser.**

ARTICLE 7 – CREW

- The 3 riders of a team must complete administrative checks jointly.
- They will have to identify themselves as "Rider 1" or "Rider 2" or "Rider 3".
 - Rider change between each Rider is mandatory during the race.
- A maximum of 3 pit crew are allowed during rider change.
- Refueling is permitted. A maximum of 2 pit crew are permitted during a Fuel stop
- Gloves & open face helmets mandatory for all pits crew.

Change of rider during a meeting: upon Stewards' approval.

Provided he has the proper license and satisfied the administrative requirements, a change of the crew can be authorized. A written request must be submitted to the clerk of the course for an authorization at the latest 1 hour before the start of the first qualifying session.

ARTICLE 8 – BRIEFING

- It is mandatory for all team managers & Riders to attend the riders' Briefing.
- Any rider/ team manager failing to attend the briefing could receive a penalty of Rs.3000/- (Rupees three thousand only) and could be disqualified.

ARTICLE 9 – PRACTICES- RACE

- No aggressive or dangerous behavior will be accepted on track.
- A rider who is judged to be dangerous may be disqualified from the race by the panel of the Stewards, with no refund of entry fees.
- Any contact between two bikes on track, at any time during the meeting, will be subject to a Race Control investigation. They will have the right to determine the responsible rider(s), who might be inflicted a penalty upon decision of the panel of the Stewards. In any case the bikes should be re inspected again by the technical Scrutineer.
- Only bikes and riders that have completed the Technical and administrative Checks will be accepted in the practice sessions.
- There will be one 30 mins. Official practice session and 30 mins. qualifying session. Qualifying will be split into three groups Rider 1, Rider 2 & Rider 3 and the grid Position will be determined by the aggregate of all three qualifying sessions.
- In case a bike / team is not able to set the time in any one of the practice sessions, the grid will first be drawn up as per the aggregate time of the bikes/ teams which set the time in both the sessions followed by the times of the bikes/ teams which set the time in only 1 qualifying practice session.
- The duration of the race will be 90 mins.
- Ride time per rider – Minimums 07 Mins. & 20 Mins. Maximum.
 - **During practice including qualifying:**

1 st Breach	: Warning.
2 nd Breach	: Cancellation of the best time achieved during the concerned session.
3 rd Breach	: Cancellation of all times achieved during the concerned session.

- During the race:

1st Breach : Warning OR 1 Lap Penalty
2nd breach : 02 Laps penalty
3rd breach : 05 Lap penalty.

Qualifying:

Cancellation of the best time achieved during the concerned session.

ARTICLE 10 – WARM UP

The organiser will schedule maximum of 10 minutes for warm-up for the qualified teams. The time will be indicated in the time schedule provided by the organiser.

ARTICLE 11 – STARTING PROCEDURE

1. Under no circumstances riders may push their machine onto the grid from the pit lane.
2. At least 15 Minutes before the Start of the Race - Pit lane exit opens for sighting lap.

Green lights (lit) on at the pit lane exit.

Count-down boards of 5, 4, 3, 2 and 1minute are shown at the pit exit.

3. 10 Minutes before the Start of the Race - Pit lane exit closes.
Red lights (lit) on at the pit lane exit.
4. 5 minutes before the start of the race: Evacuation of the track. The rider which will start the race will sit on his machine without his helmet, 1mechanics standing at his side.
5. 3 minutes before the start of the race: People non- essential for the start of the race must leave the track. The rider starting the race &the mechanics can remain. All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machine must be clear of the grid and in the pit lane before the display of the 1minute board, where they may continue to make adjustments or change machine.

6. 1 Minute before the Start of the Race - Display of 1Minute Board on the grid. Riders must put their helmets on. No person (except essential officials) is allowed to go on the grid at this point. At this point, all team personal except one mechanic holding the machine will leave the grid. All riders must be in position, sitting on their machines.
7. 30 Seconds before the Start of the Warm-up lap - Display of 30 Second Board on the grid.
8. Green flag waved to start the warm-up lap. Each rider will start the engine and begin the warm up lap. In the interest of safety, should a rider cannot start his machine, he may be assisted but only after the yellow board with the word "PUSH" in black has been displayed at the starter rostrum. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine. Such riders may start the warm-up laps from the pit lane and will be penalized with a 3 lap penalty. The riders will make one lap, at unrestricted speed, followed by a medical car. This medical car will overtake slow riders which will be directed to the pitlane. As soon as the riders have passed the pit lane exit at the start of the warm-up lap, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm-up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit. On returning to the grid riders must stop their machine with engine off on their position. Only one mechanic per rider is allowed on the grid to hold the machine. Riders must go immediately in the circle opposite their machine. An official will stand at the front of the grid holding a red flag.

Any rider who encounters a problem with his machine on the warm-up lap may return to the pit lane and make repairs or change machine. When the medical car has taken up its position, an official at the rear of the grid will wave a green flag. The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

9. 1 Minutes before the Start of the Race – Display of the 1minute board on the grid. All riders must be in their circle or on the white dot opposite their machine.
10. 30 Seconds before the Start of the Race – Display of the 30 seconds board on the grid + red lights on (except if the national flag is used to start the race)

11. Red Lights out or national flag dropped to start the race. Each rider will run towards his motorcycle, start the engine alone (no outside assistance allowed) and start the race. When a rider is using an airbag within his leather suit, a second person is permitted behind the motorcycle to connect the wire to the rear body work).

A medical car will follow behind the motorcycles for the whole of the first lap. The car will overtake slow riders.

Any rider who anticipates the start will be given a 1 lap penalty (1 lap reduced from total laps).

An anticipated start is defined when a rider is outside his circle or with his feet away from the white dot when the race is started. The Stewards will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty as soon as practically possible.

12. If a rider cannot start his machine, then he may be assisted by being pushed along the track until the engine starts but only after the yellow boards with the word "PUSH" in black has been displayed at the starter rostrum. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance. He may also change machine until the leader has finished the first lap of the race.

Riders who change the machine will be penalized with a 3 lap penalty.

13. After the riders have passed the pit lane exit, the official located at this exit will display a green light to start any riders still in the pit lane. Riders who start the race from the pit-lane can repair or change machine. They will be penalised with 3laps penalty. They can join the race at any time but as soon as they have started the race, no change of machine is allowed.

14. No further changes of machines are permitted unless the race is interrupted. At this point, spare motorcycles and spare engines must be taken away from the pit boxes.

15. Should there be a problem that might prejudice safety at the start, the Starter will invoke the

Start Delayed procedure as follows:

- A red flag is waved in front of the starting grid.
- Red lights are switched on.

- The "Start Delayed" board is displayed in front of the starting grid.

The start procedure will be re-commenced at the 1minute board stage; the riders will complete one additional warm-up lap.

Any person who, due to his behavior on the grid is responsible for a "start delayed" may be penalized with one of the following penalties:

- Fine
- Lap Penalty
- Disqualification
- Withdrawal of League points

Penalty for not following start procedure – 5 laps penalty.

ARTICLE 12 – PIT STOPS

12.1 Speed limit in the pit lane –

40 KMPH. Any infringement 1 lap penalty. Tyre Change not allowed.

12.2 Refuelling:

- Refuelling is not mandatory.
- Refuelling pit stop which will be carried out only on the designated "Refuelling Zone".
- Rider/ tyre change is not permitted during a refuelling pit stop.
- The stationery time during a refuelling stop will have to be a minimum of 3 Minutes.
- The rider has to get off the bike at the time of refuelling and the bike has to mandatorily put up on a stand with engine turned off.
- A maximum of 2 pit crew is allowed to participate in the refuelling stop.
- Refuelling stop will have to be undertaken only in the refuelling zone specifically provided by the organisers.
- This zone will be marked and informed during riders briefing.
- Refuelling has to be undertaken by the Team with the engine off & the rider off the bike, only with proper fuel dispensing jerry cans with flexible pipe nozzle.
- Penalty for not adhering to the minimum refuelling pit stop time or not switching off the engine during the refuelling stop shall be 10 lap penalties.

12.3 Rider change / repair pit stop.

- Each Rider entering the track during the race has to complete a minimum of 07 minutes before changing over to the other Rider. The maximum time that a Rider can ride continuously is 20 minutes. All three riders have to ride minimum 15 mins in the entire 90 minutes race.
- Change of tyre not allowed.
- For all bikes the minimum duration of the stop (Stationery time) will be **2 minutes**
- Bikes are only allowed to stop in front of their box. No other stop on the pit lane is authorized
- Maximum of 3 pit crew allowed of pit stop.

12.4 Penalties

- Did not complete minimum or above the maximum rider session time – 05 laps penalty.
- Stop shorter than the announced rider change pit stop – 02 lap Penalty
- Stop shorter than the announced fuel stop timing – 02 lap Penalty.

ARTICLE 13 - Penalties during the live sessions.

11.1 Qualifying Practices:

1st infringement: Cancellation of the best time achieved during the concerned session.

2nd infringement: Cancellation of all times achieved during the concerned session.

3rd infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)

11.2 Race:

1st infringement: Warning or 1 lap Penalty

From the 2nd infringement: 02 lap penalty. & every subsequent infringement: 05 lap penalty

ARTICLE 14 – NEUTRALISATION – SAFETY CAR – RED FLAG

Responsibility:

The Race Director/ Clerk of the Course are solely entitled to decide upon the neutralization of the race using the following procedures.

14.1 "Safety-Car":

14.1.1 A "Safety-Car" is used on the racetrack and bears on the boot and on each side a "Safety-Car" inscription.

14.1.2 On the order of the Race Director/ Clerk of the Course, all Marshals will display waved yellow flags & SC Boards at each Marshal post.

14.1.3 The "Safety-Car", yellow flashing lights switched on, will proceed onto the track, preferably ahead the leading racing bike. All the racing bikes shall line up behind the "Safety-Car",

14.1.4 – All competing bikes will form up in line behind the Safety Car no more than 5 bikes lengths apart. Any overtaking on the track is forbidden, unless a bike is signaled to do so by the Safety Car.

14.1.5 – The pit lane exit will be closed every time the group of bikes behind the safety car crosses the pit entry and reopened a few seconds after the group of bikes following the Safety Car has passed the pit exit.

14.2 – Pit Stops under safety car:

14.2.1 – During the "Safety-Car" intervention, the racing bikes are allowed to make a pit stop, but may only re-join the race when lights at the end of the pit lane are green after the last bike queuing behind the "Safety- Car" has passed pit lane exit.

14.2.2 – A bike/s re-joining the race can catch up to the line of bikes in a safe manner & in formation following the "Safety-Car". No overtaking is permitted.

14.2 End of Intervention:

12.3.1 The end of the "Safety-Car" procedure is under the Race Director/ Clerk of the Course's sole responsibility.

14.3.1 When the Race Director/ Clerk of the course call in the Safety Car, the latter

will extinguish its lights. This will be the signal to the riders that it will leave the track to the pit lane at the end of that lap. At this point the first bike in line behind the Safety Car may dictate the pace and, if necessary, leave more than 5 bikes lengths behind the following bike. As the Safety Car is approaching the pit lane, the yellow flags and the "SC" boards at the Marshals posts will be withdrawn and waving green flags will be displayed for no more than one lap.

- 14.3.2 Overtaking is strictly prohibited until the bikes go through the green lights/flags located on the Start Finish/ timekeeping line.
- 14.3.3 – Each lap achieved during the "Safety-Car" procedure is considered as part of the race.

14.4 – Red flag:

- 14.4.1 - Before the end of the second lap, and for any reason, if the race is interrupted, the red flag will be shown waved to competitors. Vehicles resumed their places on the starting grid according to the original starting grid.
- 14.4.2 – If the race is red flagged after more than 2 laps and less than 75% of the race, bikes stop in front of the starting line at the location indicated by the marshals, then resumed their places on the starting grid according to the classification lap before stopping. In both cases, interventions on bikes are only allowed to the presentation of the sign "Shut off Engine" and the process resumes at the presentation of the panel "Start Engine".
- 14.4.3 If the race is red flagged after 90% of the race duration is covered, the race is deemed to have finished and all bikes will return to the pits.

ARTICLE 15 – FINISH

The Chequered Flag will be presented to the leading bike when it crosses the start finish line for the first time after the 90 minutes duration of race is completed.

If for any reason the Chequered flag is delayed, the race is deemed to have finished when the leading bike crosses the start finish line for the first time after the 90 minutes duration of race is completed.

If for any reason the Chequered flag is shown on the sole discretion of the Race Director/ Clerk of the Course (with approval of stewards) before the completion of the 90 mins. Duration, the race is deemed to have finished at the Chequered flag.

ARTICLE 16 - CLASSIFICATION

To be part of the classification, the bike must have raced during the last 10 min before the Chequered flag or cross the finish line under the Chequered flag and under its own power.

The results will be declared with the bike with the maximum number of laps/Maximum distance covered in the 90 minute period as the winner.

All other bikes will then be classified behind the winner as per the number of laps covered and the time taken after the winner to take the Chequered flag (if the numbers of laps are the same).

ARTICLE 17 - PODIUM

A podium celebration will take place for the finishers of each class at the end of the race. The prize giving ceremony will be held for all the classes at the podium.

ARTICLE 18 - Prize & TROPHIES

1st Prize - Trophy

2nd Prize - Trophy

3rd Prize - Trophy

It is mandatory for all winners to attend the Podium ceremony in full racing gear. The Winners have to wear the Sponsors Cap on the podium if provided by the organizer. The Competitors are not allowed to insult or disgrace the Sponsors cap in any which manner.

ARTICLE 19 – LEAGUE POINTS

17.1 For each race, league points will be awarded on the following scale:

POSITION	POINTS
1	30
2	24
3	21
4	19
5	17
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6

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

ARTICLE 20 – PROTEST

All protests must be lodged in accordance with the stipulations of the FMSCI Racing GP and within 30 minutes of the publication of Provisional results.

All protests must be lodged in writing and handed to the clerk of the course together with the **protest fee of Rs.7080/-** (Eighteen Thousand), which shall not be returned if the protest is judge unfounded.

If the protest requires the dismantling and re-assembly of clearly defined parts of a car, the claimant must pay an additional deposit of **Rs 7080/-** (eighteen Thousand) per component.

5. If the protest is unfounded, and if the expenses incurred by the protest (scrutinizing, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant.

ARTICLE 21 - APPEAL

Competitors may appeal against decisions, in accordance with the stipulations set out in the FMSCI Racing GP.

However, no protest may be lodged against a decision **made by any judges of fact in the exercise of their duties**, entailing or not:

- A fine for speeding in the pit lane **or pit exit line violation**.
- **A cancellation of the laps and timing.**
- **A cancellation of the lap time concerned for a rider exceeding the track limits during practice.**
- A disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.

No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

Competitors have the right to appeal against a sentence or other decision pronounced on them by the **Stewards** of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the **Stewards** of the meeting in writing within one hour of the publication of the decision of their intention to appeal along with a fee of **Rs.48, 000/-** (Rupees Forty eight Thousand Only).

The right to bring an appeal to the FMSCI expires two days after the date of the decision of the **Stewards** of the event on condition that the intention of appealing has been notified in writing to the **Stewards** of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The FMSCI will give its decision within a maximum of 30 days. The confirmation of an appeal to the FMSCI must be accompanied by the fee of **Rs.48, 000/-** (Forty eight Thousand) along with grounds of appeal within 96 hours.

All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

This fee becomes due from the moment the appellant notifies the **Stewards** of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.

If the appeal is rejected or it is withdrawn after being brought, no part of the appeal fee shall be returned. If judged partially founded, the fee may be returned in part and its entirety if the appeal is upheld.

ARTICLE 22 – PENALTY CHART

PROVISIONAL

NO.	OFFENCE	PRACTICE	QUALIFYING	RACE
1	Late Arrival at Rider's / Team Manager briefing	Rs. 1000		
2	Absent at Rider's / Team Manager briefing	Disqualification Or FINE OF Rs. 3000		
3	Absent at Press Conference			Rs. 5000
4	Crossing the white line at pit exit	Warning	Cancellation of fastest Lap	1 Lap penalty
5	Chequered flag more than once	Warning	Cancellation of fastest Lap	1 Lap penalty
6	Speeding In Pit Lane	1 st Offence - WARNING 2 nd Offence - INR 1000/- 3 rd Offence - INR 5000/-	1st Offence- Cancellation of the best time 2nd Offence - Cancellation of all times 3RD Offence - According to the Panel of the Stewards' sole discretion (possible exclusion)	1st Offence – 1 Lap Penalty 2ND Offence -2 Laps Penalty 3RD Offence - According to the Panel of the Stewards' sole discretion (possible exclusion)
7	Riding without a helmet in the Pit lane or Track / Riding in opposite direction (Track / Pit lane)	Fine Up to Rs.5000	Fine Up to Rs.5000	2 Lap Penalty
8	Disrespected the marshal's instructions	Warning	Rs. 1000	Rs. 3000
9	Failure to comply with blue flag	According to the Panel of the Stewards' sole discretion (possible exclusion)		
10	Failure to comply with Black/ Orange flag	Warning	Cancellation of fastest Lap	Black Flag
11	Did not comply with red flag	Fine Up to Rs.15000	Cancellation of the best time	5 Lap penalty
12	Did not comply with yellow flag	Rs. 5000	Cancellation of 5 fastest lap(s)	1 lap penalty
13	Blocking Another Rider on track	Warning	Cancellation of fastest Lap	1 lap penalty
14	Pushing another Rider off the track	Black Flag	Black Flag	According to the Panel of the Stewards' sole discretion (possible exclusion)
15	Caused an avoidable collision/ contact (Imprudence)	5 Grid position	Cancellation of fastest Lap	5 Lap penalty
16	Caused an avoidable collision/ contact (Not finishing the race (Intentionally))	Dropping of 10 grid places	Cancellation of all times	According to the Panel of the Stewards' sole discretion (possible exclusion)

17	Jump Start			1 Lap Penalty
18	Gaining Advantage by taking shortcut		Cancellation of fastest lap(s)	1 Lap Penalty
19	Track Limit Violation		Cancellation of fastest lap(s)	1st & 2nd Offence – Warning (Black/White Flag) 3rd Offence – 1 Lap Penalty
20	LATE for Registration and Scrutiny			INR 2000/- PER HOUR

18% ADDITIONAL GST APPLICABLE ON ALL FINES

ARTICLE 23 – AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT

The Organization reserves the right to undertake all necessary changes to the competition due to force majeure or for safety reasons or ordered by the authorities or also to cancel the event or individual competitions, if this is determined by extraordinary circumstances. In case of withdrawal of administrative authorization or suspension requested by the sports or administrative authorities, it will be considered as a case of Force Majeure.