



5th April, 2025

Status: Open

Organizers : Racecraft

Phone : 9390066446, 9490066446

email : contact@precisionplay.live

website : www.precisionplay.live

Approved by FMSCI

fmSCI
The Federation of Motor Sports Clubs of India

Preamble

This event is held under the International Sporting Codes of the FIA & FIM, the 2024 Technical Regulations of FMSCI and these Supplementary Regulations (SRs).

ART.1 PROGRAMME

Entries open with the publication of these regulations.

Closing of Standard Entries	Thursday, 27 th April, 2025 - 18:00
Closing of Late Entries	Saturday, 29 th March, 2025 – 18:00
Pre-Event Scrutiny	Venue: IDTR, Pune Saturday, 5 th April, 2025 – 10:00
Compulsory Participants briefing	Venue: IDTR, Pune Saturday, 5 th April, 2025 – 15:00
Draw for Grid Position	NA
Start of practice	NA
Qualifying rounds	NA
Parc Ferme Opens	Saturday, 5 th April, 2025 – 16:00
Parc Ferme Closes	Saturday, 5 th April, 2025 – 16:30
Start of the event	Saturday, 5 th April, 2025 – 17:00
Posting of Provisional Results	Saturday, 5 th April, 2025 – 23.25
Declaration of Official Results (30 minutes after posting of provisional results)	Saturday, 5 th April, 2025 – 23:55
Prize Distribution	Venue: IDTR, Pune Saturday, 5 th April, 2025 – 23:55

1.1 Official Notice Boards

Venue	Date
IDTR	5 th April, 2025
www.precisionplay.live	24hrs

1.2 ENTRY FORMS ARE AVAILABLE AT

Venue	Date
www.precisionplay.live	From: Opening of entries To: Saturday, 29 th April, 2025 - 17:30

1.3 ENTRY FORMS ARE ACCEPTED AT

Venue	Date
www.precisionplay.live	From: Opening of entries To: Saturday, 29 th April, 2025 – 18:00

1.4 EXACT VENUE OF THE EVENT:

IDTR, Pune
Ph: 9490066446

1.5 Description of the course

Surface type - Tarmac
Approx length - .1.1km

1.6 Safety Plan

Two ambulances with para-medical staff, fire extinguishers, barricading, policing / security etc. will be available.

ART.2 ORGANIZATION

Organizer : Racecraft
In Association With :

2.1 Organizing Committee

Mazdayar Vatcha	Sanjay Lall
Karan Bandwar	Warun Lall
Vamsi Krishna	Priyansha Lall

2.2 Officials of the Meet

Chief Steward	
Steward	
Club Steward	
Chief Scrutineer	Abhijeet Raskar
Scrutineer	
Clerk of the Course	Mazdayar Vatcha
Dy. Clerk of the Course	
Secretary of the Meet	Kaushik Shinde
Addl. Secretary of the Meet	
Chief Track Marshal	Karan Bandwar
Competition Relations Officer	Warun Lall
Chief Medical Officer	Dr. Barkat Ali Khan
Sustainability Officer	Priyansha Lall 9766127125 contact@precisionplay.live
Any other	Name
Any other	Name
Any other	Name
Any other	Name

2.3 Definitions and Abbreviations

FIM	Federation Internationale de Motocyclisme, Geneva
FIA	Federation Internationale de l'Automobile, Paris
FMSCI	The Federation of Motor Sports Clubs of India
CIB	Competitors Information Bulletin
Competitor	Any person or legal entity accepted for participation in the event
Race / Event	A race of a set number of laps or of certain duration of time
Parc Ferme	A zone in which no repairs or intervention is allowed except in cases expressly provided for in these regulations and / or any additions or amendments made thereto.
Finisher	A rider who has covered 50% of total laps prescribed and crosses the chequered flag.

Manufacturers Entry

Any entry will be considered a manufacturers entry if:

- The entry is made by a vehicle / ancillary manufacturer, their franchisee holder, accredited dealer, agent or sub agent.
- The entry is / or becomes a member of a vehicle manufacturer's team or an ancillary manufacturer's team
- The entry in respect of a vehicle which, in the opinion of the organizers, has been provided by the vehicle / ancillary manufacturer or any organization or individual acting as their agent

Commercial Entry

- The entry is sponsored by commercial organisation/s
- The competitor carries the publicity of his sponsor/s on his riding gear and / or his vehicle

2.4 Organizers Contact Address

Racecraft
3-6-168/5,
Hyderguda,
Hyderabad
–500029.

Ph: 9390066446, 9490066446
email: contact@precisionplay.live
website: www.precisionplay.live

2.5 Rights and Obligations of the Organizers

2.5.1 The organizers 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 SRs. 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 the official notice board. As far as possible, these bulletins shall be brought to the notice of the individual participant. However, it is the responsibility of the participants to acquaint themselves with the bulletins posted at the official notice boards.

2.5.2 Alterations to the SRs:

No alteration shall be made to the SRs after commencement of the period for receiving entries unless:

- The FMSCI and all competitors already entered voluntarily agree to the alteration, or
- The Stewards of the Meeting so decide for reasons of safety or force majeure
- No document, including the final SRs relating to the provisions contained in the SRs shall be issued or published without the approval of the FMSCI.

2.5.3 The Stewards of the meet are empowered to take decisions on any case not covered by the regulations or its amendments and additions.

2.5.4 The organizers may at their discretion, can cancel, postpone the events in case of unforeseen circumstances i.e. under force majeure conditions

- 2.5.5 The organizers and / or the Clerk of the Course reserve the right to delete or add in any manner, change any part of the track or the time requirements or the number of laps should they deem it necessary at any time due to force majeure conditions or for any other reason with the approval of the Stewards.
- 2.5.6 The organizers reserve the right to refuse entry of any entrant or participant with the approval of the FMSCI / Stewards
- 2.5.7 The organizers may at their absolute discretion amalgamate inferior classes with superior classes, as and when they deem it necessary, according to the number of entries received. A class will be formed if a minimum of 5 (five) entries are received, and all the 5 (five) vehicles come under the starters order.
- 2.5.8 The organizers and / or Clerk of the Course may appoint Judges of Fact who shall be named with their specific duty on what to judge. All the time control marshals at the start are nominated as judges of fact for judging jump or false start.

Art.3

- 3.1 Status : Open
- 3.2 FMSCI Permit No. : TBA
- 3.3 Interpretation of these regulations and any decisions regarding unforeseen circumstances shall rest with the Stewards of the Meet.
- 3.4 Any ruling by the Stewards of the meet will be final and binding and subject only to the right of appeal as provided for in the FIA Sporting Code.
- 3.5 Track Information
- 3.5.1 This event will be run over a defined tarmac track. The number of laps for each event will be informed.
- 3.5.2 Detailed information of the final track for each event will be released prior to the event.
- 3.6 Track Rules
- 3.6.1 The rules laid down herewith apply to all entrants and competitors and should be strictly adhered to. Disregard of any of these may entail DISQUALIFICATION from the event.
- 3.6.2 Only the competitors are permitted on to the circuit when called. Only the competing riders are allowed to ride the motorcycles and no one else is permitted to accompany the riders to the start line, with the exception of marshals and officials.
- 3.6.3 Throughout the duration of the event, entrants, competitors and pit crew members must strictly adhere to the instruction of the Clerk of the Course and other officials.
- 3.6.4 Competitors may proceed to the start line with the permission of the paddock marshal. Competitors returning to the pits must never cross the circuit or proceed in a direction opposite to the direction in which the course is running. Very strong disciplinary action will be taken by the Stewards, on notification by the Clerk of the Course, against any competitor violating safety regulations or any track rules.
- 3.6.5 Any rider or motorcycle accidentally falling down must be cleared to the side of track immediately. Riders may start and continue without any outside assistance.
- 3.6.6 Any rider or motorcycle accidentally breaking the course or leaving the marked area of the track shall rejoin the course where he or she has left it. Any infringement of this rule may entail DISQUALIFICATION from the event, at the discretion of the Stewards, after it is reported to by the Clerk of the Course.

- 3.6.7 It is binding on all competitors to obey flag signals. The different types of signals and flags are mentioned elsewhere in these regulations-
- 3.6.8 No competitor will compete under the influence of alcohol, drugs or any harmful stimulant. Any infringement of this rule will result in the competitor not being allowed to start and entail immediate DISQUALIFICATION by the Stewards upon the recommendation of the Clerk of the Course.

Art.4 ELIGIBILITY

4.1 Entrant's eligibility

- Each entrant should be the holder of a valid competition license issued by the FMSCI. **The minimum requirement is one-event licence @ Rs.250/- which can be applied online from the link: lic.fmsci.co.in** If the entrant is different from that of the first named rider or is a team, then FMSCI entrant license is a must.
- 4.1.1 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.
- 4.1.2 All competitors must be physically and mentally fit to compete and must be in possession of a valid medical certificate.

4.2 Machine eligibility

- 4.2.1 Fuel: The use of the following listed fuels is permitted.
- Commercially available fuel with an upper octane rating not bigger than 93
 - Commercial aviation fuel conforming to 100/130 Av Gas
 - The use of aromatic or alcoholic fuel is prohibited. Power boosters and octane boosters are prohibited.
 - Battery powered Evs

Art.5 ELIGIBLE VEHICLES

- 5.1 Any entrant wishing to enter a vehicle for this event must ensure that, at the date of scrutiny, the vehicle is prepared according to the FMSCI Two-Wheeler Technical Regulations for the groups and classes he wished to enter.
- 5.2 The organizers reserve the rights to add or remove a class. The same will be informed by a bulletin.

NOTE: FOR DETAILS, PLEASE REFER TO FMSCI TWO-WHEELER TECHNICAL REGULATIONS. IF 2 & 4 STROKES ARE RUN TOGETHER, THE HIGHER CC RATING MUST BE MENTIONED. YOU ARE FREE TO MERGE TWO OR MORE CONSECUTIVE CLASSES ACCORDING TO YOUR REQUIREMENTS. HOWEVER, NO CLASS CAN BE SUB-DIVIDED.

Class	Stroke	Category	Vehicle Type & cc rating	Group
1	2	Indian	Motorcycles upto 165cc	B
2	4	Indian	Motorcycles upto 165cc	B
3	4	Indian	Motorcycles 166cc – 265cc	B
4	4	Indian	Motorcycles 266cc – 450cc	B
5	4	Indian	Motorcycles above 450cc	A
6	2/4/EV	Foreign	Motorcycles Open	A
7	4	Indian	Royal Enfield	B
8	2/4/EV	Indian	Scooter Open	B
9	EV	Indian	Motorcycle/scooter/Step thru Open	B
10	2/4/EV	Ladies	Open	B

5.3 Race Programme / Laps

Class	Race 1					
	Time	Laps				
All	5pm onwards	1				

Art.6 ENTRIES

- 6.1 Entries may be made forthwith, but must be in the hands of the organizers not later than as per the programme
- 6.2 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.
- 6.3 No amendments may be made to the entry form except in cases provided for in these regulations and amendments thereof.
- 6.4 By the very fact of signing the entry form, the entrant and competitor submit and bind themselves to resort only to the FIA / FIM Sporting Codes and jurisdiction specified therein and these regulations and amendments thereof.
- 6.5 An entry may be submitted by telegram, provided it is received before the time mentioned above for closure of entries and a confirmations letter along with the entry fee is despatched simultaneously. A proof of this may be required. An entrant or competitor submitting an entry by telegram will not be permitted to compete unless he has completed all formalities and signed the entry form, indemnity declaration and undertaking as required under these regulations.
- 6.6 An entry which contains false and/or incorrect statements will be deemed null and void and the entrant and competitor may be deemed guilty of breach of these regulations and the entry fees will be forfeited and the entrant and competitor DISQUALIFIED from the event.
- 6.7 Maximum number of entries as specified below will be accepted on first come basis. Entries over this will be taken as reserve entries and be accepted on first come basis if vacancies arise.

Class	Maximum entries
All	100

- 6.8 The organizers will advise the intending entrant or competitor whether their entry has been accepted.

6.9 Entry Fees (in Indian Rupees)

Class								
	Std	Late						
All	1500	2500						

- 6.10 All remittances must be made payable to account number 630501501885, ICICI Bank, IFSC: ICIC0006305. Payment in cash will be accepted at the club office.
- 6.11 The organizers are not responsible for loss or damage to any cheque or postal order or draft sent by the entrant by post. Unless and until the entrant or competitor obtains the official receipt for payment of appropriate fees, the entry is incomplete.
- 6.12 Entry fees or a part thereof will be refunded only in the following circumstance.
- a. If any entry is not accepted – 100 %
 - b. If the event is cancelled – 100 %
 - c. If the date of the event is altered – 100 %

Art.7 CONDITIONS PRECEDENT

- 7.1 Acquaintance with and submission to rules:

Each person/body/group of persons shall by and upon entering for competition, lodging any appeal to the FMSCI set up under the FIA Sporting Code, shall be deemed to have

- a) Made themselves acquainted with and unconditionally accepted the provisions of the FIA Code and
- b) Submitted themselves without reserve to the consequences arising therefrom and these rules and any subsequent alteration thereof, and
- c) Renounced under 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 FIA Sporting Code. All entrants and competitors 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 FIA Sporting Code on any matter or question directly concerning or relating to this event commencing from the submission of entries upto the conclusion of the events, declaration 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 participating in these events and all entrants and competitors of all vehicles participating in this event will be bound by them and also the rules hereinafter set out or amendments made thereto.

Art.8 NON-LIABILITY OF & INDEMNITY TO ORGANIZERS

- 8.1 The organisers decline liability for any accident caused by or to any entrant or 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 authorised official or to the organisers, in regards to any and all incidents from which liability may arise and shall indemnify the organisers, sponsors, 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, 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.

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 vehicle, I agree to save harmless and keep indemnified the Government of India, the FMSCI, Organisers, 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 Organisers 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 possesses 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) The insurance of each competing vehicle against Third Party risk is compulsory as per the laws in India and must be obtained by the competitor. Proof will be required prior to the closing of entries.
- f) 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. Every rider is required to have obtain a Personal Accident Benefit Insurance including hospitalisation benefit Plan A for minimum of Rs.1,00,000/-. He / She will have to produce a proof of such insurance at pre-event scrutiny. Without such proof the competitor will not be permitted to start.
- 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, 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.

Organizers holding a valid 2025 FMSCI Permit for an event are covered for:

Competitors: A maximum of 250 competitors with valid FMSCI Competition License participating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs. 5 lakhs with Rs. 1 Lakh medical expense extension per person.

Officials: A maximum of 100 officials officiating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs.25 lakhs with Rs.5 lakhs medical expense extension per person.

THESE INSURANCES ARE ISSUED BY UNITED INDIA INSURANCE COMPANY LTD AND VALID DURING THE RUNNING OF THE EVENT ONLY. ORGANIZERS / COMPETITORS ARE ADVISED TO

TAKE ANY ADDITIONAL INSURANCES THEY MAY DEEM FIT. CONTACT:
S.MANIKANDAN@STENHOUSE.IN

Art.9 VEHICLE SCRUTINY

9.1 Pre-Event Scrutiny

- 9.1.1 Pre-event scrutiny is compulsory for all competing vehicles.
- 9.1.2 Competitors will strictly adhere to the date and time of scrutiny as given below. Any vehicle which reports for scrutiny after the allotted date and time will be scrutinized after payment of a fine of Rs.100/=.
- 9.1.3 Pre-Event scrutiny will be held on the date mentioned in the programme and the timing is given below:

Class	Timing
All	From 10:00 hrs to 15:00 hrs

- 9.1.4 After the pre-event scrutiny, competitors are not allowed to make alterations to the competing motorcycles which might affect the vehicles classification or safety without the written consent of the Clerk of the Course or the Chief Scrutineer.
- 9.1.5 On completion of scrutiny, competitors may be given a 'Number Poncho' which must be worn in a manner so as to be clearly visible for observation and must be displayed to the paddock marshal before practice, qualifying and race sessions.
- 9.1.6 Entrants and competitors will have to produce all pertinent documents as desired by the scrutineer prior to obtaining the number ponchos.
- 9.1.7 The onus of ensuring that a competing vehicle is in accordance with the group and category as specified in these Supplementary 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.
- 9.1.8 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.

9.2 Post Event Scrutiny

- 9.2.1 After completion of the event, all motorcycles will be placed in a Parc Ferme until such time that the protest period has elapsed. Motorcycles required to be used in another event will be released from Parc Ferme at the time of line up under supervision of officials.
- 9.2.2 Vehicles in Parc Ferme may not be attended to for any reason whatsoever without specific permission from the Clerk of the Course or the Parc Ferme Marshal.
- 9.2.3 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 organiser 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.10 PARC FERME REGULATIONS

- 10.1 Vehicles are considered to be in Parc Ferme from the time of the start of their class till post race scrutiny is complete. The paddock is also defined as Parc Ferme from time of the first event till post race scrutiny is complete. Restricted repairs will be allowed in the paddock. No major repairs can be undertaken without the express and written permission of the Chief Scrutineer or Clerk of the Course. Repairs to the cylinder block or the head of a vehicle can only be carried out in the express presence of the Scrutineer.
- 10.2 The organisers will endeavour to ensure that all motorcycles are kept in relative safety. However, the organisers do not hold themselves responsible for any damage or theft of vehicle or its components while parked in the Parc Ferme.

- 10.3 Any breach of regulations entails immediate DISQUALIFICATION
- 10.4 After each event, the provisional results will be posted on the official notice board. If there are no protest lodged within the mandatory 30 minutes, vehicles will be released from Parc Ferme, provided that dismantling in accordance with these regulations is not required.
- 10.5 Vehicles of the first 5 overall winners in each class may be dismantled and scrutinised for eligibility.
- 10.6 Any vehicle, which is subject to a protest regarding eligibility will be dismantled and scrutinised.
- 10.7 Dismantling will be the responsibility of the competitor and work must begin one hour of notification. Failure to commence dismantling within this time will entail DISQUALIFICATION from the event.

Art.11 PUBLICITY

Advertising on competing vehicles is allowed provided that:

- a) Only paint stickers or transfers are used
- b) Any instructions issued by the Organizers are observed
- c) Advertising must not be of a political, religious, obscene or insulting nature and not conflict with the vehicle's official competition numbers in such a way as to prevent recognition by officials or marshals
- d) Even after the event, the competitors may collectively and individually be held responsible for any advertisement infringing this Article

The following compulsory advertisement of the organizers will have to be carried by the participants and no conflicting advertisements with the sponsors / co-sponsors are allowed.

Art.12 OFFICIAL PRACTICE

12.1 Official practice sessions will be held for all classes as per the programme given below

Date: NA

	No practice. Only walking recce.

Art.13 OFFICIAL QUALIFYING & ELIMINATION ROUNDS

- 13.1 Official qualifying sessions may be held for all classes provided the number of entries justify elimination.
- 13.2 Qualifying sessions for the event will be held immediately after practice at the venue as per the following programme:

NA	

- 13.3 In such classes which have the stipulated number of entries and it is decided by the organizers that elimination need not be done, qualifying sessions may not be held. The grid positions will be allotted by draw of lots at a specially convened meeting for those classes or at the briefing meeting.
- 13.4 Qualifying procedure: A set of five or more competitors will be allowed on the track. They will be given one or more laps for practice, after which their lap timings for two consecutive laps will be

taken. These timings will decide the grid position of the rider as well as any elimination. The rider with the fastest time will be given the first grid position, the 2nd fastest, the second grid position and so on.

Art.14 RIDERS BRIEFING MEETING

A riders' briefing meeting will be held as per programme. It is mandatory for all competitors to attend the briefing meeting, practice and qualifying sessions. An attendance register will be maintained for the meeting and all other sessions wherein the competitors need to sign. Absence may result in DISQUALIFICATION.

Art.15 SALIENT FEATURES

- 15.1 A minimum of 5 entries are required to constitute a class. Organizers, however, reserve the right to merge a lower class with a higher one, should the number of starters be less than 5.
- 15.2 A maximum of 1 rider will form the starting grid for each class. If there are only 5 riders in any class, prizes for third place may not be given.
- 15.3 A rider will be permitted only one pit mechanic per event. However, he can have one more pit mechanic on payment of Rs.1000/-. No pit crew member will be allowed either on the starting grid or on to the track. Violation may result in the DISQUALIFICATION of the concerned competitor.
- 15.4 The start will be individual start with engine running and clutch engaged.

Art.16 COMPETITORS AND VEHICLE DOCUMENTATION

- 16.1 All competitors and entrants must hold a currently valid and appropriate FMSCI Competition license.
- 16.2 The following must be produced at the time of entry:
 - a) A letter of authority from the registered owner of the competing vehicle (if other than entrant) permitting use of the vehicle for the event
 - b) Vehicle registration book with tax paid up to date
 - c) FMSCI Competition license of rider and entrant
 - d) Riding license of the rider
 - e) Blood group certificate of rider
 - f) FMSCI Medical certificate
 - g) Vehicle Insurance
 - h) Rider's Accident policy with hospitalisation of minimum Rs.50,000/=
 - i) Consent of parent / guarding of rider, if below 18 years of age
 - j) Signature of entrant and rider on entry form
 - k) Requisite number of photographs
- 16.3 In case of 'Force Majeure', any change of rider may be accepted up to the time that competing vehicles are impounded prior to pre-event scrutiny, provided an application is made in writing and includes a full explanation of the circumstances leading to the desired change. Each such change of riders qualified in terms of these regulations will be allowed if a fee of Rs.2500/- is paid and the consent of the Steward is obtained.
- 16.4 Similarly, under 'Force Majeure' conditions, a change of vehicle within its class may be accepted up to the time of pre-event scrutiny, provided an application is made in writing with full explanation of the circumstances leading to such an action on the part of the entrant / competitor. The organizers decision should be obtained in writing for such change, subject to payment of Rs.2500/- . However, final approval will be given only by the Stewards of the meet.
- 16.5 Two recent passport sized photographs of each rider and pit crew member must be given with the entry form. Each rider and pit crew member may be issued with an identity card containing the photographs, allotted competition number, the number of races, the rider will compete in and the competitors blood group. This card must be on the person of the rider and his crew at all times from the start of practice sessions to the conclusion of the event. The onus of safeguarding this tag rests entirely with competitor and his crew, loss of which may entail DISQUALIFICATION from the meet.




Art.17 COMPETITION NUMBERS





- 17.1 All riders will be given competition numbers in the form of ponchos, after his vehicle has passed pre-event scrutiny. Ponchos are vests which bear the competition number of each rider on the front and back with an advertiser's message. Competitors must wear these ponchos at all times beginning from practise till the end of the event. Loss of the same may entail a fine of Rs.100/- or the rider may not be allowed to start in his class.
- 17.2 The organisers will also give two competition number stickers. These are to be compulsorily displayed on the two side of vehicle. (Refer note A 10 at the end)
- 17.3 Ponchos and Competition numbers must be displayed prominently on the body of the rider and his vehicle. Neither must be displayed in such a manner that they are not clearly visible or obscured by any part of the rider or the machine. Failure to display these ponchos or stickers may entail a penalty of Rs.100/- for the start and may lead to DISQUALIFICATION. The onus of ensuring that these are clearly visible lies entirely with competitor.

Art.18 RIDING GEAR REQUIREMENTS

- 18.1 HELMETS ARE COMPULSORY. "D" loop strap helmets are compulsory. ECE, JIS, Snell certified Helmets ONLY will be allowed. These should be in a sound condition and fitted properly. However, the scrutineer will decide on the race worthiness of any helmet.
- 18.2 Calf length or ankle leather boots are compulsory. The rider must wear Boots specifically made for off-road competition riding providing protection up-to the shin. Boots made for Touring or Leisure riding will not be allowed.
- 18.3 The rider must wear gloves of durable material. Gloves with knuckle protection is recommended.
- 18.4 Riding Goggles / Spectacles must be of non-splinter and non-inflammatory type.
- 18.5 A riding gear of thick cord/denim is compulsory. Dress regulations should be strictly adhered to during practice, in paddocks and on race day. All riders must wear their full safety gear which has to include long sleeved Jacket, full length trouser of tough material with Paddings, Chest Guard with Back Guard, Elbow Guard and Knee Braces/Guard of durable material. Violation entails DISQUALIFICATION.
- 18.6 Kidney Belts/Protectors are mandatory
- 18.7 Action Cameras will NOT be allowed to be mounted on helmets or on the rider's body. Only ONE Action camera is allowed to be mounted anywhere on the motorcycle except on the handle bar. The organisers / COC / Stewards have the right to disqualify any participant from the race if he arrives at the start line without the mandatory safety gear

Art.19 FLAG SIGNALS: Officials flag signals will be given as follows:

Flag	Meaning
Sponsors Official Flag	START OF THE RACE
	RED - STOP Compulsory for all riders.
	BLACK - When waved at a rider indicated with his competition number displayed RIDER MUST STOP IMMEDIATELY.
	YELLOW - (Held stationary) DANGER. Drive slowly.

	YELLOW - (Waved) IMMEDIATE DANGER PREPARE TO STOP. DO NOT OVERTAKE.
	BLUE - (Waved) You are about to be lapped. Give way to the faster rider.
	GREEN – COURSE IS CLEAR
	CHEQUERED - FINISH of the race.

All riders must have knowledge of signals and must obey them implicitly. Disregard of any of these may entail DISQUALIFICATION.

Art.20 STARTING PROCEDURE

The start will be individual start with engines running and clutch engaged. The chief starter will hold up a red flag/LIGHT until rider is on the starting grid. Start will be as soon as the Gate/Flag drops or light turns green.

Art.21 FALSE START

If the start line marshal decides that the start of the race is not in accordance with the above procedure, he will immediately wave the Red Flag. All competitors shall return immediately to the start line/gate and be ready for the starting procedure.

The start line marshal on the first infringement will warn the competitor taking a FALSE START. If the competitor commits a second infringement, he/she will receive a 5 second penalty.

Art.22 FINISH PROCEDURE

The chequered flag will drop as the competitor finishes the run.

Art.23 PROTEST

- 23.1 The time limit for protest against provisional result is within 30 minutes from the time of posting of provisional results.
- 23.2 All protests must be lodged in accordance with the stipulations of the FIA International Sporting Code (Art 13). 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 his appointed deputies.
- 23.3 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.
- 23.4 Any ruling by the Stewards shall be final and subject only to the right of appeal as provided for by the FIA International Sporting Code (Art 15)
- 23.5 The intention to appeal must be submitted in writing within one hour of publication of steward decision. The appeal fee as set by FMSCI is Rs. 1,13,280/- to be paid along with grounds of appeal in writing within 96 hours from the moment the stewards are notified of the intention to appeal in writing.

Art.24 PRIZES

24.1 The organizers are at liberty to add any additional prizes to those mentioned below:

Class	1st	2nd	3rd	4th	5th
1	Trophy	Trophy	Trophy		
2	Trophy	Trophy	Trophy		
3	Trophy	Trophy	Trophy		
4	Trophy	Trophy	Trophy		
5	Trophy	Trophy	Trophy		
6	Trophy	Trophy	Trophy		
7	Trophy	Trophy	Trophy		
8	Trophy	Trophy	Trophy		
9	Trophy	Trophy	Trophy		
10	Trophy	Trophy	Trophy		

24.2 **It is mandatory for all the prize winners to wear the event sponsors caps and competition poncho while receiving the trophies and be present for the group photograph after the prize distribution with sponsors caps on. Failing to do so, the competitor will be termed as non-finisher. Shorts and sandals/chappals not allowed on podium. Only full riding gear or team wear allowed.**

25 Any other Rules and Regulations