

GULF DIRT TRACK NATIONAL CHAMPIONSHIP – 2011

A ROUND OF FMSCI CHAMPIONSHIP

Approved by



(National Sports Federation recognised by FIM & the Government of India)

www.fmsci.in

STANDARD SUPPLEMENTARY REGULATIONS

For All ROUNDS

Round	Date	Venue
Round 1	1 st & 2 nd October	Jodhpur
Round 2	12 th & 13 th November	Nashik
Round 3	22 nd & 23 rd December	
Round 4	24 th December	

PREAMBLE

This event is being held under the International Sporting Code of the Federation Internationale de Motocyclisme (FIM), the National Competition Rules of the FMSCI (NCR), and its Appendices and these Supplementary Regulations.

ARTICLE 1 Entries open with the publication of these Regulations 2011

1.1 PROGRAM ROUND 2 NASHIK

Closing of Standard entries	Thursday 3 rd November 2011	17:00hrs
Closing of late entries	Tuesday 8 th November 2011	13:00hrs
Checking of Documentation and distribution of Number Stickers	Friday 11 th November 2011	16:00 hrs – 17:15 hrs
Pre – event scrutiny for local class / supporting events. Other participants if ready could also get the scrutiny done	Friday 11th November 2011	16:30 hrs – 18:00 hrs
Pit Mechanic Passes will be distributed. Photographs compulsory	Friday 11th November 2011	17:30 – 18:00hrs
Pre Event Scrutiny at the venue	Saturday 12 th November 2011	09:00hrs
Compulsory Participants briefing at the venue	Saturday 12 th November 2011	12:00hrs
Start of practice immediately after briefing	Saturday 12 th November 2011	12:45hrs
Qualifying round if required immediately after practice	Saturday 12 th November 2011	02:45hrs
Parc Farme opens	Sunday 13 th November 2011	09:00hrs
Parc Farme close	Sunday 13 th November 2011	09:45hrs
Start of the event.	Sunday 13 th November 2011	10:00hrs
Declaration of provisional results	Sunday Immediately after each race	
Declaration of official results	Sunday After protest time elapses	
Prize distribution on the ground	Sunday After declaration of final results	

1.2 OFFICIAL NOTICE BOARDS

Official notice board will be located at: Sportscraft. Office and same will be at the venue on 12th & 13th November 2011

- 1.3 **ENTRY FORMS ARE AVAILABLE AT:** www.sportscraftindia.com
AND ALL ENTRIES EVEN LOCAL CLASS ACCEPTED AT: -

Sportscraft office between Monday to Friday at 10:00hrs to 17:00hrs and on Saturday at 10:00 to 12:00noon. Till 8th November 2011 – Up to 1300 hrs.

- 1.4 **VENUE:** Chhatrapati Shivaji Stadium (High School Ground), Opp. District Court, Old Agra Road,
Nashik 422001.

ARTICLE 2 ORGANISATION

- 2.1.1 SPONSOR GULF OIL CORPORATION LIMITED - GOCL
2.1.2 ORGANISER SPORTSCRAFT – SC
2.1.3 IN ASSOCIATION WITH NASHIK AUTOMOTIVE SPORTS ASSOCIATION (NASA)

2.1.4 Organising Committee:

Mr. Abhanshu C.	Mr. Namdeo Naik	Mr. Shrikant Karani
Mr. Ashish Dekate	Ms. Priyanka Tulaskar	Mr. Sandip Das
Mr. Bijoy Paul	Ms. Laxmi Shelar	Mr. Shivaji Daphale
Mr. Govind Kulkarni	Mr. Manish Chitko	Mr. Shekhar Dhuri
Mr. Jay Kulkarni		

ART 2.1.5 OFFICIALS OF THE MEET -

Stewards of the Meet	-	Mr. Pradeep Dani
	-	Mr. Bhaskar Patwardhan
	-	Mr. Ravi Shamdasani
Chief Scrutineer	-	Mr. Ravi Waghchoure
Asst. Scrutineer	-	Mr. Milind Joshi
Clerk of the Course	-	Mr. Shrikant Karani
Secretary of the Meet	-	Mr. Manish Chitko
Asst. Secretary	-	Mr. Shekhar Dhuri
Competitors Relation Officer	-	Mr. Shrirang Machhe
Chief Medical officer	-	Mr. TBA

ART 2.2 DEFINITIONS AND ABBREVIATIONS

FIM	Fédération Internationale de Motocyclisme
NCR	National competition Rules
FMSCI	The Federation of Motor Sports Clubs of India
SC	Sportscraft
COMPETITORS INFORMATION BULLETIN (CIB):	Any other regulations, issued by the Clerk of the Course, his nominated officials or the Organisers, duly approved by the FMSCI / Stewards
COMPETITOR	Any person or legal entity accepted for participation in these events and holding appropriate competition licence issued by the FMSCI.
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 regulation and any additions or amendments made thereto.

NOVICE RIDER

- a) A Rider who has not been among the first three finishers even once in a Gulf Dirt Track - Challenge / Cup & National Championship since January 2003 and in future for also the first three finishers of Gulf Cup for Dirt Track racing from 2008 will not be eligible as Novice rider from year 2009
- b) The rider should not be seeded by the FMSCI for Dirt Track & Motocross

- c) The rider should not have entered in the Expert (Indian /Private) class even once in a Gulf Dirt Track - Challenge / National Championship/ Gulf Cup for Dirt Track racing since January 2003d) The participant eligible for Novice class will be allowed to participate in only any of the two races out of the three races.

FINISHER A Rider who has covered 50% of total laps prescribed and crosses the chequered flag.

MANUFACTURER'S 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 is in respect of a vehicle which, in the opinion of the organisers, has been provided by the vehicle/ancillary manufacturer or any organisation 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

INDIAN EXPERT RIDER : Rider who does not conform to the definition of a Novice Rider and is a 'Manufacturer's Entry' or any team entry or entries sponsored by any manufacture / dealers their franchisee holder, accredited dealer, agent or sub agent, or an ancillary manufacturer's team or any organisation or individual acting as their agent.

PRIVATE EXPERT RIDER - Rider who does not conform to the definition of a Novice Rider and is neither a Manufacturer's Entry or any team entry or entry sponsored by any manufacturer / dealer or any spare part manufacturer or any lubricant companies. In short riders should not be sponsored by any company connected with the manufacturing of motorcycles and its components. No indirect advertisement clashing with our main sponsors and co-sponsors.

However it is clarified that the Privateers are allowed to get sponsorship from any other consumer products, e.g cold drinks, apparels, builders etc Also Article No. 10 will apply.

2.3 ADDRESS: - Sportscraft, Chitrakut, 3rd floor, Siri Road, Chowpatty Bandstand, Mumbai 400 006. Tel. 022 – 23677631, Fax – 022 – 23685071. E – Mail: - sportscraft@gmail.com

ART 2.4.1 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:

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 (see rule 66)

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 DECISIONS ON ANY CASE NOT COVERED BY THE PRESENT REGULATIONS OR ITS AMENDMENTS AND ADDITIONS.

2.4.4 **The organisers may at their discretion, can cancel or postpone, the events, in case of unforeseen Circumstances i.e. under FORCE MAJEURE conditions. as per Art.61 of the Sporting Code of the FMSCI**

2.4.5 The organisers 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 reasons with the approval of the Stewards.

THE ORGANISERS RESERVE THE RIGHT TO REFUSE ENTRY OF ANY ENTRANT OR PARTICIPANT WITH THE APPROVAL OF THE FMSCI / STEWARDS

2.4.6 The organisers may in 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 five entries are received, and all the five vehicles come under the starters order.

2.4.7 The organisers 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.

ARTICLE 3 GULF DIRT TRACK NATIONAL CHAMPIONSHIP 2011- A Round of FMSCI Championship

This event will consist of 4 rounds. The venues will be announced for same.

Round	Date	Venue
Round 1	1st & 2nd October	Jodhpur
Round 2	12th & 13th November	Nashik
Round 3	23rd December	
Round 4	24th December	

3.1 FMSCI PERMIT NO: 275 /2011 (**for Gulf Dirt Track National Championship**)
FMSCI PERMIT NO 276 /2011 (**for Open Event**)

3.1.1 Interpretation of these regulations and any decisions regarding unforeseen circumstances shall rest with the Stewards of the Meet.

3.1.2 Any ruling by the Stewards of the meet will be final and binding and subject only to the right of appeal as provided in the NCR of the FMSCI.

3.2 TRACK INFORMATION:

3.2.1 This event will be run over a natural terrain (maidan). The number of laps for each event will be informed.

3.2.1 Detailed information of the final track for each event will be released prior to the event.

3.3 TRACK RULES:

3.3.1 The rules laid down herewith apply to all entrants and competitors and should be strictly adhered to. Disregard of any of these may entail EXCLUSION from the event.

3.3.2 Competitors are only permitted onto the circuit when called. Only the competing riders are allowed to ride the motorcycles and no one is permitted to accompany the riders to the start line, with the exception of marshals and officials.

3.3.3 Throughout the duration of the event entrants and competitors and pit crew members must strictly adhere to the instructions of the Clerk of the Course and other officials.

3.3.4 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 actions will be taken by the Stewards on notification by the Clerk of the Course against any competitor violating safety regulations or for that matter any track rules.

3.3.5 Any rider or motorcycle accidentally falling down must be cleared to the side of track immediately. Riders may start and continue without outside assistance.

3.3.6 Any rider or motorcycle accidentally breaking course or leaving the marked area of the track shall rejoin the course where he or it has left it. Any infringement of this rule may entail EXCLUSION from the event, at the discretion of the Stewards, after it is reported to the Clerk of the Course.

3.3.7 It is binding on all competitors to obey flag signals. The different types of signals and flags are mentioned elsewhere in these regulations and are in accordance with the Code of the NCR of the FMSCI.

3.3.8 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 or entail immediate EXCLUSION by the Stewards upon the recommendation of the Clerk of the Course.

3.3.9 **If any participant riding any vehicle or his vehicle is ridden by anybody else is seen on the ground even after the event will be reported to the Stewards and FMSCI for appropriate action.**

ARTICLE 4 ELIGIBILITY

4.1 ENTRANT ELIGIBILITY

- 4.1.1 Each participant should be the holder of a valid **Full** competition licence issued by the FMSCI for **Dirt Track**. A team entry must possess valid FMSCI entrant licence. One event license @ Rs.200/- for Groups A/B/C will suffice for local class.
- 4.1.2 In case the competitor is other than the entrant, he will be the official agent of his entrant and will thus, obey all rules that apply to the entrant.
- 4.1.3 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.
- a) Any commercially available fuel at regular fuel outlets (petrol pumps)
- b) 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. Only air shall be used as an oxidizing agent. Nitrous oxide and water injection are prohibited.

A sample of the fuel of the first three finishers or of any other rider selected at random who finishes may be tested

ARTICLE 5 ELIGIBLE VEHICLES, CLASSES & ENTRIES

5.1 **ELIGIBLE VEHICLES**

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 prescriptions of the current NCR of the FMSCI for the groups and classes mentioned below:

- 5.1.1 **The Organisers reserve the rights to add or remove a class. The same will be informed by issuing a bulletin.**

Classification for Championship Rounds

INDIAN NOVICE CLASS` - GROUP C

Motorcycles up to 165cc	Group C	Class M -1 & M- 2	2 Stroke only
Motorcycle up to 130cc	Group C	Class M -1	4 Stroke only
Motorcycles above 130cc upto165cc	Group C	Class M- 2	4 Stroke only

Group B			
Motorcycles up to 260cc (Indian Expert Class)	Group B	Class M -1 M- 2 M-3 M-4	2 & 4 Stroke
Motorcycles up to 260cc (Private Expert Class-)	Group B	Class M -1 M- 2 M-3 M-4	2 & 4 Stroke

Group A

Foreign motorcycles up to 250cc	Group A	Class A – 1 & A – 2	2 & 4 Stroke
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There will be only one class for Group A

- **A Competitor and his vehicle can enter only in one Group 'B' / Group 'A' /Group C class. It is further clarified that a particular motorcycle cannot compete in both the classes – i.e. A motorcycle entering in Indian Expert Class will not be permitted in the Private Expert class and vice versa.**

Full FMSCI licence for Gulf Dirt Track National Championship is mandatory.

| The participant eligible for Novice class will be allowed to participate in only any of the two races out of the three races.

OPEN EVENT

Scooters upto 150cc	Group C	Class S – 0&1	
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LOCAL CLASS

Motorcycles upto 165cc	Group C	Class M1 & M2	4 Stroke only
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Motorcycles upto 165cc	Group C	Class M – 1 & M-2	2 Stroke only
Nashik Class up to 165cc	Group C		2 & 4 Stroke

The Local Class consist of 'Riders' who are from the State of Maharashtra participating on the motorcycle registered in the State of Maharashtra only.

5.2 No. of laps will be as follows: -

Event	Laps
-Group A Foreign motorcycles up to 250cc – Class – 2 & 4 Stroke – Race 1	13
INDIAN NOVICE CLASS - Group C Motorcycles above 130cc up to 165cc - 4 Stroke	7
PRIVATE EXPERT CLASS Group B Motorcycles up to 260cc - - 2 & 4 Stroke – Race 1	10
LOCAL CLASS – Group C Motorcycles up to 165cc – 4 Stroke	6
INDIAN EXPERT CLASS Group B Motorcycles up to 260cc - 2 & 4 Stroke.– Race – 1	10
INDIAN NOVICE CLASS - Group C Motorcycles up to 130cc – 4 Stroke	7
Open Event Scooters up to 150cc – Group C – Class S-0 & S1	5
PRIVATE EXPERT CLASS Group B Motorcycles up to 260cc - 2 & 4 Stroke – Race 2	10
INDIAN NOVICE CLASS - Group C Motorcycles up to 165cc – 2 Stroke	7
INDIAN EXPERT CLASS Group B Motorcycles up to 260cc - 2 & 4 Stroke – Race – 2	10
LOCAL CLASS – Group C Motorcycles up to 165cc - 2 Stroke	6
EXPERT CLASS Group A- Foreign motorcycles up to 250cc –2 & 4 Stroke – Race 2	13
NASHIK CLASS – Group C Motorcycles up to 165cc – 2 & 4 Stroke	6

5.2.1 **STARTING ORDER** :- Same as above however organisers reserve the rights to change this. Starting Order and Number of Laps will be informed via a Bulletin

5.3 ENTRIES

5.3.1 Entries may be made forthwith, but must be in the hands of the organisers not later than as per the meet programme.

5.3.2 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.

5.3.3 No amendments may be made to the entry form except in cases provided for in these regulations and amendments thereof.

5.3.4 By the very fact of signing the entry form, the entrant and competitor submit and bind themselves to resort only to the sporting code and jurisdiction specified in the code of the prescription of the NCR of the FMSCI and these regulations and amendments thereof.

5.3.5 An entry may be submitted by e-mail, provided **the hard copies duly completed, signed and** 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.

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 the NCR of the FMSCI and these regulations and the entry fees will be forfeited and the entrant and competitor EXCLUDED from the event.

5.3.6 A maximum of 25 entries per classification 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.
For Nashik Class maximum 15 entries will be accepted on first come basis

5.3.7 The organisers will advise the intending entrant or competitor whether the entry has been accepted.

5.3.8 ENTRY FEES

Entry	Sportcraft Member	FMSCI Affiliated Club Member	Non- Member	Commercial/Manufacturers Entry/ Team Entry
Standard	Rs. 400/-	Rs. 450/-	Rs. 500/-	Rs. 1000/-
Late	Rs. 500/-	Rs. 550/-	Rs. 600/-	Rs. 1200/-

1. **Race 1 & Race 2 events for Class 'B' – 2 & 4 Stroke (Indian expert & private expert) and foreign class will require separate entry / entry fee for each individual race.**

2. Entry fee includes one packed vegetarian lunch per competitor on the day of the event.

3. Competitors entering in Group A, B and Indian Novice class who are from outside the state will be entitled to the following start money **per rider and vehicle** irrespective of the number of events entered. Provided further that he completes minimum of half the number of laps of the event entered by him.

Within 250 km from the venue Rs. 1000/-

Above 250 km To 500 km from the venue Rs. 1500/-

Above 500 km from the venue Rs. 2000/-

It is further clarified that start money will be paid only once per rider and vehicle. Therefore if one vehicle is used by 2 riders the start money will be paid only once.

4. **The offer in item 3 in Start Money applies only to the first 35 entrants irrespective of the class and distance from venue.**

PLEASE NOTE THAT THE START MONEY WILL BE PAID TO ELIGIBLE RIDERS ONLY IN CHEQUE AND NOT IN CASH

5. **The competitors can submit their entries for all the three rounds at a time. If they desire to take part in Race - 1 & Race – 2 they must submit the entries together. Completed form in all respects can be submitted to Sportcraft office by 10th September 2011 There will be Rs. 100 concession for each entry provided ALL the documents are in order. Also riders who submit a combined form for the three events will be considered first for the 35 entrants eligible for start money. He will be eligible for start money provided he completes 50% of laps for both Race - 1 AND Race - 2**

5.3.9 All remittances must be made payable to Sportcraft - Mumbai. All bank orders, drafts, postal or money orders must be crossed as 'A/C Payee only'. The organisers reserve the right to refuse acceptance of any cheque or money order or draft. Payment in cash will be accepted.

5.3.10 The organisers 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.

5.3.11 Entry fees or a part there of will be refunded only in the following circumstances.

1. If any entry is not accepted 100%
2. If the event is cancelled 100%
3. If a reserved entry does not get confirmed 100%
4. If the date of the meet is altered 100%

ARTICLE 6 CONDITIONS PRECEDENT

6.1 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 NCR of the FMSCI, shall 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 arising there from 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 NCR. 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 NCR on any matter or

question directly concerning or relating to these event commencing from the submission of entries up to 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.

ARTICLE 7 NON-LIABILITY OF & INDEMNITY TO ORGANISERS

7.1 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, the 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.

7.2 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 relevant State Governments, Government of India, 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 vehicle 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 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.

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) **Insurance :**
Only during the running of the event, all FMSCI Competition License holders are insured for
i) Personal Accident Insurance: Rs.2,00,000/=
ii) Hospitalization benefits: Rs.40,000/=
However, it is strongly advised that all riders take necessary and adequate additional insurance covers on their own including hospitalization benefits.
Please note that a normal insurance policy in India does not cover motorsports.
- d) Under the laws of India any accident out of which a claim may arise should be reported to the nearest police station
- e) 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 8 VEHICLE SCRUTINY

8.1 **PRE EVENT SCRUTINY**
Pre event scrutiny is compulsory for all competing vehicles.

- 8.1.2 Competitors will strictly adhere to the date and time of scrutiny. Any vehicle which reports for scrutiny after the allotted date and time will be scrutinized after PAYMENT OF A FINE OF Rs.100/-.
- 8.1.3 Scrutiny will be held:
- On Friday prior to the event for the local class/ entries in the evening between 4:30 p.m – 6:00 p.m. if the other participants are ready then they could complete their scrutiny
 - Or as per programme / as per the schedule given below: -

Motorcycle 2 & 4 stroke	Group – C	09:00 hrs – 09:45 hrs.
Foreign motorcycle up to 250cc	Group – A	09:45 hrs – 10:30 hrs.
Motorcycle 2 & 4 stroke	Group – B	10:30 hrs – 11:30 hrs.
Scooters	Group – C	11:30 hrs – 12:00 hrs.

If any participant / vehicle which reports for scrutiny after the allotted date and time will be scrutinized **ONLY** after PAYMENT OF A FINE OF Rs.100/-.

- 8.1.4 After the pre-event scrutiny, competitors will not be 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 Chief Scrutineer.
- 8.1.5 On completion of scrutiny and qualification, competitors will be given a 'Number Poncho' on the morning of the event 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.
- 8.1.6 Entrants and competitors will have to produce all pertinent documents as desired by the scrutineer prior to obtaining the number ponchos.
- 8.1.7 The onus of ensuring that a competing vehicle is in accordance with the group and category as specified in the appendices of the NCR of the FMSCI 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 or competitor has made a false/incorrect declaration in the entry form concerning the class of vehicles to be raced, the entrant or competitor will be liable for EXCLUSION.
- 8.1.8 Vehicles that have passed scrutiny may be marked in a manner to prove that it has undergone pre-event scrutiny and certain parts will be sealed. TAMPERING WITH THE SEAL/MARK ENTAILS EXCLUSION.
- 8.2 POST EVENT SCRUTINY
- 8.2.1 After completion of the event, all motorcycles may 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.
- 8.2.2 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.
- 8.2.3 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 EXCLUSION from the meet.

ARTICLE 9 PARC FERME REGULATIONS

- 9.1 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.
- 9.2 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.
- 9.3 Any breach of regulations entails immediate EXCLUSION
- 9.4 After each event, the provisional results will be posted and 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.
- 9.5 Vehicles of the first 5 overall winners in each class may be dismantled and scrutinised for eligibility.

- 9.6 Any vehicle, which is subject to a protest regarding eligibility will be dismantled and scrutinised.
- 9.7 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 EXCLUSION from the event.

ARTICLE 10 PUBLICITY

- a) Advertising on competing vehicles is allowed provided that:
- i) Only paint stickers or transfers are used.
 - ii) Any instructions issued by the Organisers are observed.
Advertising must not be of a political, obscene or insulting nature and must be in good taste and not conflict with the vehicles official competition numbers in such a way as to prevent recognition by officials or marshals.
- b) Even after the event the competitors may collectively and individually be held responsible for any advertisement infringing this Article.
- c) The following compulsory advertisement of the organisers will have to be carried by the participants.
- 1) Three Sponsors Stickers.
 - 2) One Sportscraft's Sticker.
 - 3) Three Number Stickers.
 - d) All the riders will be given Number Ponchos which are mandatory.
 - e) **Advertisements of other Oil Company / Additives or company manufacturing any products which are competing products with our sponsors / co-sponsors will not be permitted.**

ARTICLE 11 OFFICIAL PRACTICES

- 11.1 Official practice sessions will be held for all classes
- 11.2 The programme for the Practice sessions – As per Article 1

ARTICLE 12 OFFICIAL QUALIFYING & ELIMINATION ROUNDS

- 12.1 Official qualifying sessions may be held for all classes. However, the organisers may decide to discontinue qualifying for any class if the number of entries does not justify elimination.
- 12.2 Qualifying sessions for the event will be held immediately after practice at the venue. Details of specific times for all classes will be announced at the briefing meeting.
- 12.3 In such classes which have the stipulated number of entries and it is decided by the organisers that elimination need not be done qualifying sessions may not be held. In such cases, grid positions will be allotted by drawing of lots at a specially convened meeting for those classes or at the briefing meeting.
- 12.4 Qualifying will be done as follows:
A set of five or more competitors will be allowed on the track. They will be given one or more laps of 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 next fastest the second grid position, the next fastest the third grid position and so on.

ARTICLE 13 RIDERS BRIEFING MEETING

- 13.1 A riders briefing meeting will be held as per programme.
- 13.2 It is mandatory that all competitors attend the briefing meeting, practice and qualifying sessions. An attendance register will be maintained for the meeting and all other sessions. Absence may result in EXCLUSION.

ARTICLE 14 SALIENT FEATURES OF THE MEET

- 14.1 A minimum of six entries are required to constitute a class. Organisers however reserve the right to merge a lower class with a higher one or the two Group 'B' class, should the number of starters be less than five.

- 14.2 A maximum of 15 riders will form the starting grid for each class. If there are only five riders at the starting line of any class, prizes for third place will not be given.
- 14.3 A rider will be permitted only one pit mechanic per event. However, he can have one more pit mechanic on payment of Rs.250/-. No pit crew member will be allowed on the starting grid or onto the track (other than the specific areas marked out for the mechanics). Such actions will result in the immediate exclusion of the concerned competitor.
- 14.4 The start will be Mass start with engine running and clutch engaged.

ARTICLE 15 COMPETITORS & VEHICLE DOCUMENTATION

- 15.1 All competitors and entrants must hold a currently valid FMSCI competition licence and a current driving licence issued in India.
- 15.2 The following must be produced at the time of entry:
- A letter of authority from the registered owner of the competing vehicle (if other than entrant) permitting use of the vehicle.
 - Riding licence of the rider.
 - FMSCI competition licence of rider and entrant.
 - Blood group certificate of rider
 - Consent of parent/guardian of rider, if below 18 years of age.
 - Signature of entrant and rider on entry form.
 - Requisite number of photographs
 - PAN Card number - original for verification and Xerox for our records
 - For foreign bikes R/C book / legal import documents of the same.
- 15.3 In case of 'force majeure', any change of rider may be accepted ONLY for the manufacturer and commercial entries 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.500/- is paid and the consent of the steward is obtained.
- 15.4 Similarly, under 'force majeure' conditions, a change of vehicle within its class may be accepted upto the time of pre-event scrutiny, provided an application it made in writing with a full explanation of the circumstances leading to such an action on the part of the entrant/competitor. The organisers decision should be obtained in writing for such change subject to payment of Rs.500/-. However, final approval will be given only by the steward of the meet.. **It is clarified that change of vehicle within its class is permitted for the competitor who has submitted a combined form for the five rounds of the Championship provided the details together with all documents is submitted fifteen days before the closing of the standard entry of that particular event. Otherwise the fee of Rs.500/- has to be Paid at the time of pre event scrutiny for the change.**
- 15.5 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 will 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 EXCLUSION from the meet.

ARTICLE 16 COMPETITION NUMBERS

- 16.1 All riders will be given competition numbers in form of ponchos after his vehicle has passed pre-event scrutiny and qualified for the event on the morning of the main event. Ponchos are vests which bear the competition number of each rider on the front and back with an advertiser's message.

Only the following competition numbers will be allotted to the classes mentioned.

Group A Comp :	Nos.	1 - 15
Indian Expert Class Group B Comp :	Nos.	16 - 30
Private Expert Class Group B Comp.	Nos.	31 - 45
Novice Class Motorcycles up to 165cc 2 Stroke	Nos.	46 - 60
Novice Class Motorcycle up to 130cc	Nos.	61 - 75
Novice Class Motorcycles above 130cc up to 165cc	Nos.	76 - 90

Selection of the competition numbers according to the tabulation above will be allowed for those participants who have entered all five rounds and both the races with their paper-work totally completed.

Organisers reserve the right to use the unused numbers for any other class.

These numbers will not be allocated on the phone but must be informed by submitting the forms and will be allocated if available. Once the numbers are allocated they will remain same for all the events if the participant qualifies.

- 16.2 The organisers will also give three competition number stickers. These are to be compulsorily displayed on the two side of vehicle and the third one in the front (Refer note A 10 at the end)
- 16.3 It is mandatory for all the riders to have competition number plates properly mounted in the sides and the front for the number stickers. Sticking stickers half on the seat may not be permitted.
The size of the sticker is height 21 cm & width 15 cm
- 16.4 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 exclusion. The onus of ensuring that these are clearly visible lies entirely with competitor.

ARTICLE 17 RIDING GEAR REQUIREMENTS

- 17.1 HELMETS ARE COMPULSORY. These should be either of ISI or International Standards. These should be in a sound condition and fitted properly. However, the scrutineers will decide on the race worthiness of any helmet
- 17.2 Calf length or ankle leather boots are compulsory.
- 17.3 Full length leather gloves in sound condition are compulsory.
- 17.4 Goggles / Spectacles if worn must be of non-splinter able and non-inflammatory type.
- 17.5 A riding gear of thick cord/denim is compulsory. Dress regulations should be strictly adhered to during practice, in paddocks and on race day. Violation entails EXCLUSION.

ARTICLE 18 FLAG SIGNALS

Officials flag signals will be given as follows:

<u>FLAG COLOUR / SIGNAL</u>	<u>MEANING</u>
Sponsors Official flag	Start of Race
Red	STOP compulsory for everyone
Black (waved at rider with his competition number displayed on a board)	That rider must STOP
Yellow held stationary	Danger, drive slowly
Yellow, waved	Immediate danger, prepare to stop, NO OVERTAKING
Blue, waved	Warning, you are about to be lapped.
Green	Course is clear
Black & White chequered	Finish of the race

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

ARTICLE 19 STARTING PROCEDURE

The start will be mass start with engines running and clutch engaged. The chief starter will hold up a red flag until all riders are on the starting grid. Gate / Flag start will be given using 15 seconds and 5 seconds boards. Start will be as soon as the Gate/Flag drops

ARTICLE 20 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 competitor/s taking a FALSE START. If, the competitor/s commit a second infringement he/they will be started from a line, which is atleast 3 meters behind the Start Line.

ARTICLE 21 FINISH PROCEDURE

The chequered flag will drop as the winner finishes the race. It will be held stationary for a period of time thereafter to enable all competitors who follow the winner to complete the lap they are on. Each competitor crossing the line after the winner will be flagged in and placed.

Firstly according to the number of laps completed, and when more than one competitor has completed the same number of laps, in the order in which they have completed their last lap.

ARTICLE 22 PROTESTS

- 22.1 The time limit for protest against provisional result within 30 minutes after the results are declared.
Protest shall be in writing and accompanied by a fee of **Rs.2000** for the Open event and **Rs.10000** for the National Championship This shall be lodged with the Clerk of the Course or one of his appointed deputies.
- 22.2 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.
- 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 Appeal fee as set by the FMSCI is **Rs.80,000/- (Rs.40,000/= to be paid along with intention to appeal and balance Rs.40,000/- with grounds of appeal within 48 hours.)**

ARTICLE 23 PRIZE: CLASS PRIZE

Position	Prize	Position	Prize
Indian Expert Group B Motorcycles up to 260cc - - 2 & 4 Stroke Race 1 & 2 –		Scooters up to 150cc Group C	
1st	Trophy and Cash Award Rs.3500	1st	Trophy and Cash Award Rs.2500
2 nd	Trophy and Cash Award Rs.2300	2 nd	Trophy and Cash Award Rs.1800
3 rd	Trophy and Cash Award Rs.1700	3 rd	Trophy and Cash Award Rs.1200
Novice Class -Group C - Motorcycles up to 130cc - 4 stroke		Private Expert Class - Group B Motorcycles upto 260cc - - 2 & 4 Stroke Race 1 & 2	
1st	Trophy and Cash Award Rs.3000	1st	Trophy and Cash Award Rs.3500
2 nd	Trophy and Cash Award Rs.2300	2 nd	Trophy and Cash Award Rs.2300
3 rd	Trophy and Cash Award Rs.1700	3 rd	Trophy and Cash Award Rs.1700
Local Class Group C Motorcycles up to 165cc – 4 stroke		Local Class Group C Motorcycles upto165 cc 2 stroke	
1st	Trophy and Cash Award Rs.3000	1st	Trophy and Cash Award Rs.3000
2 nd	Trophy and Cash Award Rs.2300	2 nd	Trophy and Cash Award Rs.2300
3 rd	Trophy and Cash Award Rs.1700	3 rd	Trophy and Cash Award Rs.1700
Group 'A' Class Foreign Motorcycles up to 250cc Race 1 & 2 Conditions apply		Novice Class. Group 'C' Motorcycle from 130cc up to 165cc' 4 stroke	
1st	Trophy and Cash Award Rs. 4500	1st	Trophy and Cash Award Rs.3000
2 nd	Trophy and Cash Award Rs. 3200	2 nd	Trophy and Cash Award Rs.2300
3 rd	Trophy and Cash Award Rs. 2700	3 rd	Trophy and Cash Award Rs.1700
4 th	Trophy and Cash Award Rs. 2200		
5 th	Trophy and Cash Award Rs. 1700		
6 th	Trophy and Cash Award Rs. 1000		
Novice Class Group C Motorcycles up to 165 cc 2 stroke		Nashik Class Group C Motorcycles up to 165 cc 2 & 4 stroke	
1st	Trophy and Cash Award Rs.3000	1 st	Trophy and Cash Award Rs.3000
2 nd	Trophy and Cash Award Rs.2300	2 nd	Trophy and Cash Award Rs.2300
3 rd	Trophy and Cash Award Rs.1700	3 rd	Trophy and Cash Award Rs.1700

Conditions for the prizes for **Group 'A' Class Foreign Motorcycles up to 250cc**

If there are

only 3 starters in the class then no cash prize will be awarded only one trophy will be given
 only 4 participants racing in the class then 1st prize will be awarded
 only 5 participants racing in the class then 2 prize will be awarded
 only 6 participants racing in the class then 3 prize will be awarded
 If there are 8 participants and above all prizes will be awarded

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 will be termed as non-finisher.

ARTICLE 24 AWARD OF POINTS:

Points will be awarded for each race for foreign motorcycles and Group B Two Stroke in accordance with following scale. These points will be awarded separately for each Class.

1 st Place	20 Points	6 th Place	10 Points	11 th Place	5 Points
2 nd Place	17 Points	7 th Place	9 Points	12 th Place	4 Points
3 rd Place	15 Points	8 th Place	8 Points	13 th Place	3 Points
4 th Place	13 Points	9 th Place	7 Points	14 th Place	2 Points
5 th Place	11 Points	10 th Place	6 Points	15 th Place	1 Point

For each of the four venues the above points will be awarded. By adding the points for the eight races /four races, whichever is applicable, the Gulf Dirt Track National Champion will be selected.

ARTICLE 25 Awards for Over All Gulf Dirt Track National Champion

Article 25.1

NOVICE CLASS Motorcycles up to 165cc Group C 2 Stroke—		
1 st Position	Trophy and Cash Award	Rs.22,500/-
2 nd Position	Trophy and Cash Award	Rs.15,000/-
3 rd Position	Trophy and Cash Award	Rs.12,000/-
NOVICE CLASS Motorcycles up to 130 cc Group C – 4 Stroke –		
1 st Position	Trophy and Cash Award	Rs.22,500/-
2 nd Position	Trophy and Cash Award	Rs.15,000/-
3 rd Position	Trophy and Cash Award	Rs.12000/-
NOVICE CLASS Motorcycles above 130 cc up to 165cc Group C - 4 Stroke		
1 st Position	Trophy and Cash Award	Rs.22,500/-
2 nd Position	Trophy and Cash Award	Rs.15,000/-
3 rd Position	Trophy and Cash Award	Rs.12000/-
INDIAN EXPERT Motorcycles up to 260cc - Group B- 2 & 4 Stroke ---		
1 st Position	Trophy and Cash Award	Rs.27,000/-
2 nd Position	Trophy and Cash Award	Rs.18,000/-
3 rd Position	Trophy and Cash Award	Rs.13,500/-
PRIVATE EXPERT Motorcycles up to 260cc - Group B- 2 & 4 Stroke ---		
1 st Position	Trophy and Cash Award	Rs.28,000/-
2 nd Position	Trophy and Cash Award	Rs.20,000/-
3 rd Position	Trophy and Cash Award	Rs.15,000/-
Group A - Foreign Motorcycles up to 250cc Group A 2 & 4 stroke -		
1 st Position	Trophy and Cash Award	Rs.27,000/-
2 nd Position	Trophy and Cash Award	Rs.18,000/-
3 rd Position	Trophy and Cash Award	Rs.13,500/-

Prize money is in Indian Rupees subject to deduction of Tax at source as per Govt Reg. in force.

Tie Breaker:

In case of tie for the prizes for Gulf Over All Winner in group B, the foreign class and the Novice class tie breaker rule will be applied. The rider with the higher position win(s) will be declared the winner.

NOTE: A- The following specifications apply to all vehicles, **irrespective of the groups and categories in the NCR of the FMSCI.**

1. Handlebars: The width of the handlebars should not be less than 600mm and not more than 850mm. Handlebar grips must not be longer than 150mm and must be attached to the ends of the handlebar.
2. Control Levers: All handlebar levers (clutch brake etc.) must be ball ended. The ball must have a minimum diameter of 19mm permanently fixed and should form an integral part of the lever. The maximum length of the control levers measured from the pivot to the extremity of the ball must not exceed 200mm. Each control lever (hand and foot) must be mounted on an independent pivot.
3. Throttle Controls: Must be self-closing when not held by the hand. Footrests: The competing vehicle's footrests must not be positioned more than 50mm above a line passing through the centre of the wheels (when the vehicle is normally loaded and must be in a front of a vertical line passing through the centre of the rear wheel. They must be positioned so as to give easy access to the control pedals. An integral protection is to be provided at the end of the footrest which must have at least an 8mm radius.
4. Brakes: All competing vehicles must have at-least two efficient brakes (one on each wheel) operated independently.
5. Exhaust pipes: The extremity of the exhaust pipes for solo vehicles must not pass the vertical tangent of the rear tyre. The end of the exhaust pipe, over a minimum distance of 30mm must be horizontal and parallel to the central axis of the solo machine with a tolerance of - 10 degrees. Exhaust fumes must be discharged, towards the rear, but not in a manner so as to raise dust, foul the tyres or brakes or inconvenience to other riders.
6. Chain Guards: If in a vehicle, the primary chain is exposed it must be fitted with a chain guard as a safety measure. Chain guard must be conceived in such a manner that in no circumstances, can the rider come in accidental contact with the chain or the sprockets. It must be designed to protect rider from injuring his feet.
7. Mud Guards: Mudguards are mandatory and must comply with the following requirements:
 - a. They must project laterally beyond the tyre on each side.
 - b. The front mudguards of a vehicle must conform to the requirements of a normal mudguard. The front mudguard must cover not less than 100 degrees of the circumference of the front wheel. The angle contained by a line drawn from the rear end of the front mudguard to the centre of that wheel must not exceed 20 degrees. Similarly, the angle contained by a line drawn horizontally through the centre of that wheel must not be less than 45 degrees or more than 60 degrees.
 - c. The rear mudguard must extend rearward beyond the segments of a circle which is covered by a vertical line drawn through the rear wheel spindle and a line drawn of an angle of 25 degrees rearward to the vertical line.
 - d. The ends of the mudguards must be rounded the radius being at least 8mm and not exceeding 60mm. The Jury can authorise the removal of the front mudguard if necessary.
8. Tyres: There is no restriction on the type of motocross tyre used. The tyres should be in sound condition with no cuts on the sidewalls of the tread surface. **Tread should be of a minimum depth of (5 mm) and maximum of 19.5mm.** Tyre surface must not be fitted with subsequently mounted elements such as antiskid spikes, special chains etc. However also refer Article 4.1 for unmodified or stock vehicle.
9. **It is mandatory that you have three plates of rectangle in shape & made from a rigid and solid material (plastic or fibreglass) with optimum measurements 235 mm (height) x 285 mm fitted on side for the competition numbers.**

B. The following must be removed for all the classes:

Front & rear registration plates.	Any extra badges, other than transfers and stickers.
Centre & side stands.	Secondary (rear) chain cases/guards.
The stop lamp switch must be disconnected or removed.	Luggage carriers, crash-bars, seat bars, rear-view mirrors and any other extra fittings.
Indicator, where fitted	Rear foot pegs must be removed
All instruments may be removed	Headlight assembly tail light assembly must be removed
Auto lube equipment, where fitted, may be disconnected, but not removed. Petrol oil mix may be used.	

INDEMNITY

I/We 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 machine, I/We agree to save harmless and keep indemnified the Government of India, the relevant State Governments, the FIM, The F.M.S.C.I the SPORTSCRAFT and their officials, the sponsors Gulf Oil Corporation Ltd, co-sponsors, agents, representatives, employees and all persons assisting them in this event and all owners and tenants and all persons assisting them in this event 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 a machine concerned in this event, or otherwise howsoever and notwithstanding that the same may have been contributed to or occasioned by the negligence of the organisers and their officials, agents, representatives, employees and all persons assisting them in this event.

The Indemnity shall be binding on my heirs, executors, administrative and legal representatives. I/We declare that the rider possess the standard of competence necessary for an event of this type to which. this entry relates, also that the machine entered is suitable and road worthy for the event. I/We agree and undertake to abide by the Rules and Regulations framed for this event including the conditions precedent set out therein and all Rules and Regulations which may hereinafter be framed.

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

Place: - _____ Date: - _____

Signature of the Rider _____

Signature of the Pit Mechanic _____

IMPORTANT: Any indemnity and/or declaration as prescribed by the paragraphs above if signed by a person under the age of 18 years, shall be countersigned by that person's parent/guardian, whose full name and address shall be given and also his capacity as signatory.

Signature of Guardian: - _____ Full Name: - _____

Address: - _____

Signature of Witness to all the above

Signature: - _____

Full Name & Address of Witness: - _____

I further confirm that I have read Article Nos. 10 - e & Article No. 23.1 As a participant of this event I will abide by the same.

Sign of the Entrant _____ Sign of the Rider _____

Hereby I confirm that I have read Article No 7.2 – c where by I am aware that the FMSCI has insured me for a specific amount. Any additional claims will be my responsibility. Hence organisers and sponsors will not be held responsible by me.

Sign of the Entrant _____ Sign of the Rider _____