



**SAHYADRI OFFROAD CHALLENGE  
CHAPTER 6.0  
PUNE**

**SAHYADRI**  
OFFROADERS

**SR, Rules & Regulations**

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**Version Control**

- Participants are advised to verify the version number of this document against the latest version available online. Any updates or amendments will result in a change to the document's version number.
- It is the sole responsibility of each participant to refer to and comply with the most recent version of the rules and regulations. The updated document can be accessed at the following link: (insert link here) or by directly contacting the event organizers.

## About Sahyadri Offroad Challenge (SOC)

- The Sahyadri Offroad Challenge (SOC) is an annual offroad competition hosted by Sahyadri Offroaders, Pune.
- Originally envisioned to bring together 4WD enthusiasts from across Maharashtra, SOC has steadily grown into a national-level event, attracting participants from all corners of India.
- Our core philosophy is rooted in safety, inclusivity, innovation, and technical offroading.
- Safety: Ensuring safety first approach while designing, scrutinizing and conducting the tracks.
- Inclusivity: We strive to create a platform where all classes of 4x4 vehicles can compete on an equal footing, and where skill and strategy are just as important as speed.
- Innovation: Each edition of SOC introduces fresh challenges and innovative formats, designed to push participants to develop and demonstrate advanced offroading capabilities.
- Technical Offroading: A prime example of this is our unique ring-scoring system, integrated into the track to test technical prowess and precision driving — a clear reflection of our commitment to thoughtful and challenging course design. At SOC, it's not just about being fast — it's about being smart, skilled, and truly in sync with your machine.

## Event Brief

- The Sahyadri Offroad Challenge features a multi-stage format, designed to rigorously test the capabilities of drivers, co-drivers, and their 4x4 vehicles under varying and extreme off-road conditions.
- Stages may include both natural terrain and man-made obstacles. Certain tracks may also incorporate additional offroad-related tasks requiring active participation from both the driver and co-driver. Specially designed sections could be introduced to test the offroad driving and related skills.
- Major emphasis will be given to safety at all times.
- Event shall consist of following three challenges:
  - **KOTR - King of the Ring:** This format includes a series of technically demanding tracks that feature a unique ring-scoring mechanism. Competitors must collect rings (and other challenges) placed strategically across the track to successfully complete the challenge. The cumulative performance across these tracks determines the winners (top three or as per count) in each class/category. Details of the scoring system are outlined in the following section.
  - **F&4xF - The Fast & 4xFurious:** This is a single time trial / time attack track. This format prioritizes speed and precision. Competitors race against time on a track that is specifically designed to reward quick execution. Any additional challenges included in these tracks are structured with speed as the primary factor. Winners in each class/category are determined based on the fastest completion time (calculated after all penalties and bonus points if any). Further details on scoring are provided ahead.
  - **SSD - The Sahyadri Slush Drag:** This format is similar to the time trial or time attack above but as the name suggests here the speed takes further

precedence. Winners in each class/category are determined based on the fastest completion time (calculated after all penalties and bonus points if any). Further details on scoring are provided ahead.

- The event is regulated by Sahyadri Offroaders.
- All operational decisions during the event rest with the Event Director and the Competition Committee (henceforth CC), who serve as the final authority.
- Refer to the classes specifications to know vehicles eligible to participate in the competition.
- Trophies will be awarded to the top three participants in each category.
- The organizers reserve the right to amalgamate (merge) or bifurcate (split) any category or prize bracket based on the number of entries received in that particular class to ensure a fair, competitive and rational grouping. Participants will be notified in advance of any such changes before the commencement of the first stage.
- Kindly refer **Annexure A1- Event Schedule** for the detailed event schedule.

### **Prizes & Awards**

- Details of all prizes will be shared on our social media platforms and WhatsApp channels.
- Please note that sponsored prizes and gifts are not guaranteed by the organisers. In cases where a sponsor is unable to fulfill their commitment, the organisers will not be held responsible. Final delivery of sponsored items is subject to the discretion of the respective sponsors and may be subject to change.
- At SOC, we place immense value on the role of co-drivers - because every great offroad journey is powered by teamwork. In recognition of this, both the driver and co-driver receive individual trophies. We also make a conscious effort to distribute the prizes fairly between the two, acknowledging the collaborative spirit that defines offroading. In the case of physical prizes, it is the responsibility of the winning team to mutually manage the distribution between driver and co-driver.
- To qualify for any award, a participant must complete at least 50% of the total tracks/stages. The final decision rests with the CC.
- Every participant at SOC is already a winner. As a token of appreciation, participation trophies will be given to all registered contestants - both driver and co-driver.
- **Special Awards (at the discretion of the CC)**
  - Team Trophy: Awarded to the top-performing team with the highest cumulative points. Points from all tracks will be added across all members of a team or club. To be eligible, participants must submit their team/club name in advance so that points can be accurately tallied.
  - Best Co-Driver: Given to a co-driver who demonstrates exceptional skills in survival, recovery, navigation, and mechanical handling throughout the competition.
  - Rookie of the Year: Awarded to a first-time participant who shows promise and spirit in their debut offroading experience at SOC.
  - 4L: Presented to an all-ladies team or to standout female participants, celebrating their grit, courage, and performance on the tracks.

### **Scrutineering**

- All vehicles and related equipment must be made available for scrutineering at the designated time and location, as communicated by the organisers. A representative of the competing team must be present during this inspection.

- Vehicles must be presented in a ready-to-start condition, complete with all mandatory equipment and required documentation.
- The CC will focus primarily on the safety standards of the vehicle, followed by verification of its technical specifications. In cases where certain technical aspects cannot be physically verified, it is the sole responsibility of the participant to ensure compliance with the shared specifications.
- Each competitor is responsible to ensure all compulsory equipment is fully operational and in appropriate condition.
- Only driver and co-driver will be allowed to represent the vehicle during scrutineering.
- A self declaration from participants will be assumed for internal specifications such as engine or gearbox which may not be directly visible during scrutineering. Failure to comply with the shared specifications will result in disqualification or penalty as decided by the CC.
- Spot checks may be conducted at any point during the event - including between stages, at the start, or at the finish of a stage - especially on safety grounds. Any vehicle or equipment found to be unfit or unsafe may be excluded from the event at the CC's discretion.
- In case of any damage to critical components (e.g., roll cage, doors, seats, laminated windshield, etc.) during a stage, the participant must report it to the CC before the start of the next stage. The CC will assess the damage and advise on the further course of action.
- If at any point during the event a vehicle is found to misreport its specifications, or bypass any defined safety regulation, a severe penalty will be imposed. This may include a Did Not Start (DNS) status for the affected stage or complete disqualification from the competition.
- Prototype 4x4 private or commercial vehicles, vans or agricultural vehicles are not allowed.
- Unusual or extraordinary 4x4 vehicles can be considered for entry. Any vehicle failing to comply with any of the rules and regulations contained in this event guide is required to apply for an exemption in writing to the CC, stating the regulations that the vehicle fails to comply with. Each request will be considered on its merit.
- Any exemption will only be granted when the CC is satisfied that the vehicle has no unfair advantage over other competing vehicles and no safety aspects have been ignored. Failure to apply for an exemption may exclude the competitor from starting the event.
- All modifications are subject to approval by the CC. The decision of the CC shall be final and binding.

### **Vehicle Class Categorisation**

- The Sahyadri Offroad Challenge features a diverse set of vehicle classes to ensure fair competition and skill demonstration across various offroad builds.
- Kindly refer to our website for detailed specifications allowed in each class and category. Link: <https://www.sahyadrioffroaders.com/>
- Kindly ensure you refer to the most recent version of the document. All updates along with dates shall be shared on the website. Below is a brief overview of each category.

### **Rules**

- A driver can only participate in one vehicle in a particular class/category (including both petrol and modified).
- Participants cannot change the vehicle and the nominated driver and co-driver once the vehicle is scrutinized and stickered. Any change if at all required, must be reported and approved from the CC before attempting the track. Appropriate course of action and penalties if any will be shared by the CC.
- A driver can attempt a particular track as a driver in a vehicle in a particular class (including both petrol and diesel) only once.
- A co-driver can attempt a particular track as a co-driver in a vehicle in a particular class (including both petrol and diesel) only once.
- A competitor can participate in two different classes but the responsibility of ensuring that the competitor reaches the respective tracks for both the classes in designated time along with the respective vehicle will be that of the competitor. Delay penalties could be given otherwise. More details on penalties below.
- The pair of Driver and Co-driver must remain the same during the course of the entire event. If for any reason this has to be changed, a written request letter with appropriate reason (medical or other) should be submitted to the competition committee. The committee will then decide and approve the change if it feels that the request is genuine and valid. Supporting documents (doctors letter, etc.) may be required to be submitted by the organiser.
- Competition vehicles that are not road registered will have to be transported on Vehicle Carriers between stages.
- Fuel that is available from a regular fuel station and sold to the public is to be used.
- It is mandatory for all participants to apply category and serial number stickers on the vehicles as informed by the CC.
- It is mandatory for all participants to carry the given identity card at all times and present it to the marshalls for identity verification before attempting the track.
- We can only keep running the event due to help and support from our sponsors and hence it is mandatory for all participants to apply the stickers of our sponsors on their vehicles.
- In case any participant is sponsored externally and wants to put the stickers of their sponsors on the vehicle, the same should be declared in advance in writing and appropriate permissions must be taken from the organisers. Failure to do so will result in a fine.
- Driver and co-driver should wear fully enclosed foot wear, half or full sleeved shirt, long pants, securely fastened helmets and seat belts while in a moving vehicle during a track stage.
- Driver and Co-driver combination will remain the same for the entire event.
- Alternating between driver and co-driver for any particular stage is not allowed.
- A crew member may be changed once during the event in exceptional circumstances arising due to injury or sickness. Prior approval of the CC and execution of indemnity will be required.
- All participants (Drivers & Co-Drivers) will have to accept the risk arising out of the competition. All participants should be covered by a personal accidental insurance.
- Competitors must complete the event and all the tracks, using the original vehicle and fittings at the time of scrutineering. Replacements must have the approval of the CC.

- Driver and Co-Driver are the only persons allowed in the competing vehicle during a track stage.
- Use of communication equipment except between Driver and Co-Driver is prohibited.
- The driver must have a current Driver's License issued by any motor authority that is recognized under the Motor Traffic Act in India.
- The CC with the approval from the Event Director, reserves the right to modify or add Supplementary Rules and Regulations, and decide on matters not specifically covered in this Rules and Regulations guide and allocate the penalty points at their discretion provided however that no penalties shall be imposed or rules changed retrospectively and no rules shall be amended without prior notice to all competitors.
- Participation fee is non refundable unless prediscussed with organisers.
- Participants must carry and/or wear the gear presented at the time of scrutiny during the tracks.
- Participants consuming alcohol or narcotic drugs during the duration of the competition will be penalised and/or disqualified from the event.

#### **Mandatory for all Classes**

- Helmets ISI / FIA / FIM Standard Crash Helmets for both driver and co-driver
- Name Stickers Name and Blood Group Stickers on both drivers and co-drivers helmet and on vehicle - below windshield OR on fenders
- First Aid Kit Comprehensive First Aid Kit
- Spare Wheel Appropriate sized spare wheel
- Recovery Points OEM recovery points / Bright coloured front & rear recovery points
- Lights & Electricals Working lights, indicators, wipers and horn
- Recovery Strap Minimum 5 Metre Long Recovery Strap (Recommended Minimum 4000 Kg Rated)
- Shackles 2 x Shackles (Recommended Rated at 3250 Kg or more)
- Appropriate Driving Gloves
- Fire Extinguisher (Min. 0.9kg) Operable ABC type within easy reach of the driver and co-driver

#### **Recommended for all Classes**

- Appropriate comprehensive tool kit and vital spares
- Wireless Comms Wireless intercoms only for communication between Driver and Co-Driver
- Aux lights / LED bars (Otherwise covered when not on track)
- Puncture repair kit Puncture repair kit with Air Compressor
- Fully covered clothing
- Appropriate Rain Gear + Umbrellas
- Appropriate Shoes for the terrain
- Mechanical Battery Isolation Switch
- Garbage Bags (Min. 3 Pcs)

#### **Mandatory for Winching**

- Winch Rope Damper
- Winching Gloves
- Ground Anchor (Min 4000 kg rated)
- Tree trunk protector (Min 4000 kg rated)

- Winch Extension Strap (Min 4000 kg rated)
- Snatch Block
- Hi Lift Jack
- Waffle Boards / Sand Ladders

### **Stages/Tracks**

- The tracks will be a mix of offroad obstacles each challenging a different aspect. While some may demand articulation, some may demand quick turning. Some may favour speed and some may favour torque. Some may favour the light weight builds while some may lean towards the heavy weight beasts. Throughout the various tracks we try to provide a fair ground for each aspect of the build no matter how diverse.
- Tracks may involve additional challenges for the driver and/or co-driver to tackle.
- The Track Manager will be in charge of any recovery operations in the stage by either controlling the recovery personally or by nominating an official as the recovery leader. In the interest of safety all competitors must abide by the recovery leader's instructions. Only one recovery leader will be nominated for any situation.

### **Starting Order**

- Starting order for the first track of the first day will be published either on the basis of bookings or using a random number allocation system (e.g. numbered chits). Thereafter the starting order for all the successive tracks for all days will be calculated by shifting the order slightly upwards. Kindly refer **Annexure A2 - Starting Order** for more details.

### **Scoring & Penalties**

- Time is everything. Apart from the actual time that a participant takes to complete the track, all the penalties resulting from the track get converted into penalty time effectively increasing the total time recorded for a competitor for a particular track. Following are some of the reasons for such time penalties.
  - Failing to complete one of the challenges as part of the track.
  - Breaking of a bunting.
  - Dislodging or breaking of a peg/cone.
  - Damaging a tree.
  - Failing to wear a seatbelt or helmet appropriately before moving the vehicle after the completion of a challenge.
  - Failing to complete the track (Did Not Finish - DNF).
  - Failing to attempt an obstacle the way it was informed by the track marshal.
  - Crossing the finish box.
  - Etc.
- Competitors must start in their respective order, unless the CC grants prior permission for a change in the running order.
- Competitors not starting in their respective orders could be given a delay penalty (time penalty) and a chance to re-attempt the track. This will only be valid for a certain time period post which a Did No Start (DNS) will be recorded for that participant resulting in 0 points for that track.

- The declared Starting Order is an indicative table considering that all the tracks are running in time. If that is not the case then competitors waiting at a particular track may be redirected by the CC to attempt any other track to reduce waiting time.
- Delay Penalty for a track could be waived off by the CC if they feel that the reason for the delayed start was due to one of the previous tracks getting delayed. CC will take into account the time of day the competitor completed the previous track for this. The decision of the CC shall be final and binding in all cases.
- Penalties such as Delay Penalty (for not attempting the track in designated sequence and time) may not be mentioned on the participants Score Slip but could be added in the final score after the CC decides the penalty for that track.
- Appropriate clothing is to be worn for all competitor briefings. At least one crew member will be at roll call unless approval has been obtained from the CC. Roll call will commence after the welcome message by the organisers. A 10-point penalty for non-compliance of these conditions will apply after a warning is given.
- Vehicles must be driven into and out of the start box and finish box by the competitors themselves.
- If all four wheels of the vehicle cross the course boundary to gain an advantage, or if both crew members are not inside the vehicle at the finish of a stage, the competitor will receive a DNF.
- Timing will be done by the Marshal in charge of the track stage. In the event of any difference in the timing done by the Competitor and the Marshal, the timing taken by the Marshal shall be taken as the final timing of the stage.
- Timing will be scored to the 10th of a second.
- Timing of the stage will cease when the vehicle (all four wheels) has come to a complete stop in the finish box.
- Both crew members must be inside the vehicle at the finish of a stage.
- Neither the spare wheel nor any recovery equipment can be abandoned and must be on the vehicle and not dragging on the ground at the finish of a stage.
- Any equipment abandoned in a stage must be recovered post completion of the stage by the crew themselves. Tree trunk protectors, recovery straps and winch extension strap/rope can be carried inside the vehicle after detaching them from the winch/vehicle. Any item provided in the stage must be restored to its original position.
- Entry into the finish box is to be forward unless directed otherwise.
- Competitors shall not remove the helmet, seatbelt and/or move from the finish box until directed by an official.
- Stages can be marked by pegs, bunting or stated as a formed track.
- Holding or pushing bunting by a crew member to improve line of vehicle will result in penalties, provided however it can be held and removed in case it is entangled with the vehicle.
- Breaking bunting or knocking down a peg will result in penalties (approx. 10 seconds for each bunting section).
- Specially designated pegs or bunting marking a stage, if broken will incur a penalty.
- The CC reserves the right to replace the tree with a marker in case the tree is broken.
- A (Did Not Finish) DNF will be recorded if all four wheels of a vehicle cross the track boundary to gain an advantage.

- A DNF will be recorded if a representation is made to the CC and it concludes that external assistance for spotting, recovery or repair was taken by competitors during a track/stage.
- Before the beginning of each batch, the competitors will be offered to walk the track along with an official. The same will not be repeated if a certain competitor is not present during the start of the batch. Those competitors can then walk the track and watch other vehicles negotiating through a track unless it is specifically prohibited for that stage. They must however be ready to start at their designated position and time.
- Competitors must prevent deterioration of the track from excessive wheel spin especially while driving on soft surfaces like mud and slush. A time penalty or a DNF could be awarded if the competitor continues to do so despite the warnings from the track team. The same would also be applicable if the competitor exceeds the maximum number of attempts allowed to tackle an obstacle. Competitors when directed by a stage marshal or track official must immediately remove themselves and their vehicle from the course.
- Competitors that complete the track stage will be allocated points in order of merit from fastest to slowest (after adding all the penalties) based on the following table.

Position	Points	Position	Points	Position	Points	Position	Points	Position	Points
1st	100	11th	72	21st	62	31st	52	41st	42
2nd	95	12th	71	22nd	61	32nd	51	42nd	41
3rd	90	13th	70	23rd	60	33rd	50	43rd	40
4th	87	14th	69	24th	59	34th	49	44th	39
5th	84	15th	68	25th	58	35th	48	45th	38
6th	81	16th	67	26th	57	36th	47	46th	37
7th	79	17th	66	27th	56	37th	46	47th	36
8th	77	18th	65	28th	55	38th	45	48th	35
9th	75	19th	64	29th	54	39th	44	49th	34
10th	73	20th	63	30th	53	40th	43	50th	33

- Checkpoints: Each track will also have a set of checkpoints. If the vehicle is able to cross these checkpoints within the given time, certain minimum (predeclared) points will be awarded to the competitor even if the competitor is unable to complete the rest of the track. Competitors that do not reach even the first designated checkpoint marker will receive a DNF with 0 points. The idea behind the checkpoints is to ensure that the participants are fairly awarded for their readiness and their attempt. Considering less than ten tracks to compete, the checkpoints allow a competitor to fall back into competition and fight back for the podium in case a competitor suffers a loss (points and/or time and/or position) in just one track.
- Following is an example of what these checkpoints and respective points could look like for a particular track.
  - DNS: 0 Points
  - Start but unable to cross 1st Checkpoint: 0 Points
  - Crosses 1st Checkpoint in time but unable to finish the track: 30 Points

- Crosses 2nd Checkpoint in time but unable to finish the track: 50 Points
- Finishes the track in time: Points as per time to point table OR Points due to checkpoint crossing whichever is greater.
- The above is just an example. The number of checkpoints and the respective points for each checkpoint could vary. Subject to the design of the track, some tracks and/or stages could even have no checkpoints.
- The time keeper at each track will be responsible for maintaining, sharing and uploading the time and penalty record details of each participant. Participants should not interfere with the time keepers job. Issues if any are to be taken up with the track marshal or the CC and not the time keepers.
- The provisional results for each day will be shared before the end of the day by the CC. In case the provisional scores are not ready, the track time records will be shared instead.
- Stage awards will be calculated on highest points scored. Penalties will be deducted for infringements including from DNF scores.
- If two or more competitors finish a stage with the same elapsed time, they shall be awarded equal points and placing in the stage. The competitor with the next fastest time shall be placed according to their own finishing positioning in that stage. The placing left vacant due to the tie will not be allocated.
- In case of a tied score in major awards, the winner will be decided by a count back. The winner being the one with the least amount of penalties incurred. If this fails to break the tie, then both will be tied as winners in their placing.

### Score Slip

- The time keeper will share a signed copy of the score slip at the end of each track.
- The competitor must sign the Score Slip before leaving the track.
- It is the responsibility of the competitor to collect their duly signed copy from the time keeper.
- Competitors must maintain their score slips for all tracks in case of any grievances in the recorded digital score.
- Kindly refer **Annexure A3 - Score Slip** for the score slip format.

### Penalties

- Following is a list of reasons resulting in either point or time penalties. The same shall be levied without any warning.
  - Failure to wear a seat belt correctly.
  - Failure to wear a helmet correctly.
  - Stepping over/under a live rope.
  - Handling a live rope/sleeve while winching or driving.
  - Carrying connected strap/rope inside the vehicle.
  - Getting in or out of a moving vehicle.
  - Failure to use a tree trunk protector.
  - Abandoned or Unrestored recovery equipment or spare wheel.
  - Breaking bunting or knocking down peg.
  - Failure to follow course/event directions or rules.
  - Failure to stop when signaled to stop by a Marshal.
  - Unsafe driving at a stage (Marshal's Discretion)

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- Following is a list of reasons resulting in either point or time penalties. The same shall be levied after one warning.
  - Unsafe recovery.
  - Handling recovery equipment without finger enclosed gloves.
  - Continuing to stand in front of the vehicle whilst winching.
  - Failure to wear proper clothing.
  - Continuing any unsafe practice.
  - Excessive wheel spin and failing to recover even after directed by the track team.
  - Holding or pushing bunting to improve line of vehicle.
  - Unsafe driving during transport legs.
  - Equipment left behind at a stage.
  - Non-adherence to timelines - Reporting / departing Park Ferme & deliberate delays
- Some stages may have added penalties. Competitors will be advised regarding the same prior to the start of the stage at the time of the briefing.
- After an official warning a minimum of 25 point penalty up to event disqualification will be applied for:
  - Verbal abuse of Marshals, Spectators or Competitors.
  - Seek favor, influence, interfere with Marshal's duties.
  - Tampering with other competitors' vehicles.
  - Using alcohol or narcotic drugs during the duration of the event (Start of the briefing of the first track to the end of last track).
  - Littering the campsite or trail.
  - Damage property on the campsite or trail - Pipes, electrical lines, mud embankments, cemented structures, cattle etc.
- Breakdowns and repairs must be completed in the designated area if advised by the CC failing which penalties may be levied.
- Competitors and support teams must drive competition and support vehicles on public roads and campsites with utmost caution and within speed limits. No speed testing of vehicles will be allowed at any venue.

### **Winching**

- Use of finger enclosed gloves by the driver/co-driver are compulsory for handling recovery equipment.
- Stepping over/under a live rope i.e. once it is secured at both ends irrespective of whether winching has started or not, is prohibited.
- Handling a live rope or any protective sleeve without stopping winching and/or driving is prohibited except that the rope can be held to remove slack and guide it in.
- Rope cannot be left dragging on the ground and can be wrapped or spooled onto horns at the finish of a stage but must be wound back before reporting for the start of a stage.
- Winch rope hooks must be secured at all times unless they are removed.
- Specially designated trees will not be allowed to be used for winching.
- Failure to use a tree trunk protector or choking a tree during winching operations will result in penalties being recorded for the stage.
- Breaking a tree during winching may result in penalties being recorded for the stage.

- Using a ground anchor against a tree is strictly prohibited.
- A snatch block must be used to redirect the course of the winch rope or to increase the pulling capacity of the winch.
- Passing winch rope through a hook or shackle is prohibited. All straps and ropes must be connected together using a hook or shackle only.

### **Protest**

- Protests can only be made by participants.
- Track related protest must be received within two hours of the competition of the track by the participant in protest.
- Protests must be made by competitors participating in the same class / category as the participant in the protest.
- Appropriate video proof must be submitted to the CC in support of the protest being made.
- All protests will be levied a 25 point penalty if the protest is dismissed. Maximum three dismissals will be allowed per participant.
- The track marshals will not provide any video proof for their decision. The decision of the track marshals will be final unless the issue is escalated above. Escalated protests can only be made either in writing or through WhatsApp along with appropriate video proof.
- Vehicle related protests must be received by the end of the first day of the event.
- Written protests on scores for a particular stage will only be accepted from a competitor handed directly to the Event Director or a member of the CC within two hours of the morning briefing on the following day. Unless a decision on a valid protest is pending with the CC, the scores of all previous stages will be considered as final when the provisional scores of the current day are put up.
- The Event Director and the CC shall be required to judge on any formal protest and must have a 2/3rd majority for the protest to be upheld. However, in the interest of the overall good of the event, the final say rests with the Event Director after hearing all the views.
- A pre-selected representative from the competing team will be allowed to sit in on any protest proceedings, but will have no voting rights.

### **Sportsmanship & Professional Conduct at SOC**

The Sahyadri Offroad Challenge (SOC) stands as a shining example of a democratic offroad motorsport event — ***Of the Offroaders, By the Offroaders, For the Offroaders.***

As passionate offroaders ourselves, we deeply understand both sides of the track — the adrenaline of competition and the responsibility of fair organization. With this spirit, we strive to deliver an event that is not only thrilling but also grounded in integrity and fairness. However, the true success of SOC lies in the conduct of its participants. We request all participants, their co-drivers, and support teams to embrace and uphold the highest standards of sportsmanship. Your attitude defines the culture of our sport.

Below are a few key principles we ask everyone to follow:

- Play Fair. Compete with integrity. Follow the rules and respect the spirit of the sport.
- Celebrate Gracefully. Win with humility, and accept setbacks with dignity and resolve.

- Encourage and Uplift. Support fellow competitors. Acknowledge effort and foster a positive atmosphere.
- No Room for Hostility. Avoid arguments, aggressive behavior, or personal attacks. Focus on the sport, not the ego.
- Value Effort, Not Just Outcome. Respect hard work — yours, others', and that of the organizers behind the scenes.
- Admit Mistakes, Learn, and Move On. A true sportsman accepts responsibility and grows from every experience.
- Lead by Example. Let your conduct inspire - on and off the track.
- Support Team Spirit - Place collective success above personal accolades. Stand strong as a unit.
- Uphold Integrity Always - Trophies fade - character endures. Be remembered for your values.

### **Media Crisis Management**

The media has a right to report news that they see fit. It is important that anything we do reflects positively on our chosen recreation of off road activities and ensures we are viewed as a responsible sport. Potential adverse media or public interest generated by an incident at the event, could threaten the reputation of the event and the future of offroad sports.

### **Promoting Offroad Sports with Professionalism**

One of SOC's core missions is to elevate offroad motorsport to new heights of recognition and respect. This journey requires a shared commitment to professionalism — from participants to organizers. We proudly represent offroad sports as a respectable, adventurous discipline and present our partner brands and sponsors in a professional light. Any behavior that compromises this standard — including but not limited to:

- Unsportsmanlike conduct
- Disrespect toward officials, fellow competitors, landowners, or local authorities
- Property damage
- Abusive language or behavior
- Public intoxication or inappropriate actions

may lead to disqualification of the individual or the entire team, from the current event and/or future editions.

Let's together build a legacy of responsible, respected, and high-spirited offroading.  
Fatteshikast!

## **Annexure A1**

### **Event Schedule**

- The following is a tentative schedule for the Sahyadri Offroad Challenge. Please note that final date, timings and number of tracks may be adjusted (changed, cancelled) based on operational requirements and prevailing weather conditions. Participants are advised to stay updated through official communication channels.
- Day 1 - Arrival & Scrutineering
  - 08:00 AM - Arrival of Participants
  - 09:00 AM - Vehicle Scrutineering
  - 11:00 AM - Drivers' Briefing
  - 12:00 PM - Day Stages (as per schedule)
  - 06:00 PM - End of Day Stages
  - 08:00 PM - Night Stage For Group A
- Day 2 - Competitive Stages
  - 08:00 AM - Reporting
  - 09:00 AM - Day Stages (as per schedule)
  - 01:00 PM - Lunch Break
  - 02:00 PM - Day Stages (as per schedule)
  - 06:00 PM - End of Day Stages
  - 08:00 PM - Night Stage For Group B
- Day 3 - Final Stages & Closing
  - 08:00 AM - Reporting
  - 09:00 AM - Day Stages (as per schedule)
  - 01:00 PM - Lunch Break
  - 02:00 PM - Completion of All Tracks
  - 03:00 PM - Prize Distribution Ceremony

## Annexure A2 - Starting Order

- Starting order for the first track of the first day will be published either on the basis of bookings or using a random number allocation system (e.g. numbered chits).
- Thereafter the starting order for all the successive tracks for all days will be calculated by shifting the order slightly upwards.
- The same will be published by the CC in advance.
- This is to ensure that all participants get a fair chance to start in all possible positions.
- The following is an **example** table showing a sample order for first track (marked in orange) and consecutive tracks (marked in yellow), considering 10 vehicles in a category and 8 tracks to compete.

Starting Order	Track 1 (By Booking order OR chit)	Track 2	Track 3	Track 4	Track 5	Track 6	Track 7	Track 8
1	Sticker No 101	Sticker No 103	Sticker No 105	Sticker No 107	Sticker No 109	Sticker No 102	Sticker No 104	Sticker No 106
2	Sticker No 102	Sticker No 104	Sticker No 106	Sticker No 108	Sticker No 110	Sticker No 103	Sticker No 105	Sticker No 107
3	Sticker No 103	Sticker No 105	Sticker No 107	Sticker No 109	Sticker No 101	Sticker No 104	Sticker No 106	Sticker No 108
4	Sticker No 104	Sticker No 106	Sticker No 108	Sticker No 110	Sticker No 102	Sticker No 105	Sticker No 107	Sticker No 109
5	Sticker No 105	Sticker No 107	Sticker No 109	Sticker No 101	Sticker No 103	Sticker No 106	Sticker No 108	Sticker No 110
6	Sticker No 106	Sticker No 108	Sticker No 110	Sticker No 102	Sticker No 104	Sticker No 107	Sticker No 109	Sticker No 101
7	Sticker No 107	Sticker No 109	Sticker No 101	Sticker No 103	Sticker No 105	Sticker No 108	Sticker No 110	Sticker No 102
8	Sticker No 108	Sticker No 110	Sticker No 102	Sticker No 104	Sticker No 106	Sticker No 109	Sticker No 101	Sticker No 103
9	Sticker No 109	Sticker No 101	Sticker No 103	Sticker No 105	Sticker No 107	Sticker No 110	Sticker No 102	Sticker No 104
10	Sticker No 110	Sticker No 102	Sticker No 104	Sticker No 106	Sticker No 108	Sticker No 101	Sticker No 103	Sticker No 105

### Annexure A3 - Score Slip Format

- The time keeper will share a signed copy of the score slip at the end of each track.
- The competitor must sign the Score Slip before leaving the track.
- It is the responsibility of the competitor to collect their duly signed copy from the time keeper.
- Competitors must maintain their score slips for all tracks in case of any grievances in the recorded digital score.
- Following is a sample Score Slip Format. Please note that the actual slip may differ based on final content and/or design.

SAHYADRI OFFROAD CHALLENGE SCORE SLIP			
Track No/Name		Marshal Name	
Sticker No		Category	
Driver		Co-Driver	
Day / Date / Time			
Actual Track Time		Allocated Sequence	
		Drove At Sequence	
Total Penalty Time		Checkpoint Crossed (NA / 1 / 2)	
		DNS / DNF / FIN	
<b>Total Time</b>			
<b>Point Penalties (If Any)</b>			
Marshal's Signature		Drivers/Co-Drivers Signature	
<p>Please retain this score slip copy at all times.            This slip is a proof of actual track time and on-track bouns and penalties only.            Additional penalties if any (e.g. due to not starting in time, not starting in sequence, or if the vehicle is unable to satisfy the rules and regulations, or participants not following the shared rules and regulations may be added in the final score sheet later).            Provisional scores will be shared by the end of the day.</p>			

**Annexure A4 - Indemnity Form**

P.S: A self signed indemnity form paired with personal accidental insurance will be sufficient.  
Stamp papers will not be required.

Form: Coming Soon...

**Annexure A5 - Scrutiny Form**

Coming Soon...

**Annexure A6 - The Competition Committee**

Coming Soon...

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