

SUPPLEMENTARY REGULATIONS

TWO WHEELERS

Speedway 2011

22nd-23rd January, 2011
Kharghar, Navi Mumbai

Organized by
Indian Automotive Racing Club Ltd.

Promoted by
A R Motosport



Permit No. _____ issued by
The Federation of Motor Sports Clubs of India
(National Sports Federation recognized by the Govt of India
& the ASN of the FIA in India.)

1 ORGANISATION

This event will run in accordance with the International Sporting Code of the FIM and the NCR of FMSCI - the FMN of the FIM in India, and these Supplementary Regulations (SR)

1.1 Definitions

Name of the event: Speedway 2011

Organisers : India Automotive Racing Club
41-43, Liberty Bldg, Marine Lines
Mumbai-400020.
Ph: 022 66315882 / 66316896
Fax : 022 22014097
Email: iarcindia@gmail.com

Promoted By: A R Motosport
Subhash Road, Next to Planet Industries, Vile Parle (East),
Mumbai : 400 057.

Sponsors: TBA

Abbreviations:

FIM: Federation Internationale de Motocyclisme
FMSCI: The Federation of Motor Sports Clubs of India
FMN : National Motorsporting Federation
SR: Supplementary Regulations
CIB: Competitors Information Bulletin

1.2 Organising Committee:

Harshit Merchant
Aakif Habib
Reza Abid Ali
Darayus Bharucha
Ketan Mehta
Samir Choksi
Harman Madon
Manoj Vaidya
Arvind Rajak

Headquarters and Official Notice Board:

India Automotive Racing Club
41-43, Liberty Bldg, Marine Lines
Mumbai-400020.
Ph: +91 22 66315882 / 66316896
Fax : 022 22014097
Email: iarcindia@gmail.com

Officials

Chief Steward	: TBA by FMSCI
Steward	: Harshit Merchant
Clerk of the Course	: Aakif Habib
Secretary of the Meet	: Darayus Bharucha
Chief Scrutineer	: Rohit Arora
Asst. Scrutineer	: TBA
Judges of Fact for Crossing of Centre of Fact	: All Officials and Marshals are Judges
Line Judges of Fact for False Start	
Chief Time Keeper	: Niraj Gower/Samir Choksi
Chief Safety Officer	: Ketan Mehta
Chief Medical Officer	: TBA
Chief Marshal	: Haresh Anjaria
Chief Starter	: Reza Abid Ali
Competitor Relations Officer	: Reza Abid Ali

1.3 Rights & Obligations of The Organisers

The Organisers and Stewards of the meet may issue any bulletins to participants at any time as per the Code with the approval of FMSCI / Stewards. These bulletins shall be posted on the official notice board. Written bulletins when issued shall have the same legal force as these supplementary regulations. All bulletins will be communicated, dated and sequentially numbered and written acknowledgement will be taken from all competitors.

The stewards of the meet are empowered to take a decision on any case not covered by the present regulations. The Stewards of the Meet have the right to delete and / or shorten the track should they deem it necessary or expedient at any time or due to safety or FORCE MAJEURE.

PROGRAMME

	Description	Venue	Date & Time
A	Entries open with publication of these Regulations	IARC 41-43, Liberty Bldg., New Marine Lines. Mumbai - 400 020.	With the publication of these SR's
B	Closing of entries	IARC 41-43, Liberty Bldg., New Marine Lines. Mumbai - 400 020.	Tuesday 18.01.2011 17.30 Hrs
C	Publication of Starting Order and Times	IARC 41-43, Liberty Bldg., New Marine Lines. Mumbai - 400 020.	Friday 21.01.2011 17.00 Hrs
D	Document Verification	IARC 41-43, Liberty Bldg., New Marine Lines. Mumbai - 400 020.	Thursday 20.01.11 16.00 Hrs
E	Compulsory Drivers' Briefing Meeting	TBA	Thursday 20.01.11 17.00 Hrs
F	Pre-event scrutiny of vehicle	Pandav Marg, Kharghar, Navi Mumbai	As per program schedule.
G	Start/End of Drag	Pandav Marg, Kharghar, Navi Mumbai	Saturday 22.01.11 08.00 Hrs / Sunday 23.01.11 17.00 Hrs
H	Prize Distribution	Pandav Marg, Kharghar, Navi Mumbai	As per Program Schedule

Chapter III General Conditions

Article 2 General

2.1 Status: OPEN

2.2 FMSCI Permit No.: _____

Article 3: TRACK

- 3.1 Surface: Tarmac
Place : KHARGHAR, Navi Mumbai
Length of Track: 402.34 meters
Braking Distance: 400 meters
Barricading: Complete till end
Ambulances/doctor/paramedic at track: Trauma ambulance with doctor/paramedic/medicines each at start and end of track.
- Fire extinguishers: At Start, Finish and end of track.
Fire engine : At Start.

Article 4 Eligible Classes and categories and technical regulations

- 4.1 Minimum number of entries for each class is 4. However, if insufficient entries have been received for a class, the organizers reserve the right to cancel or abandon a class or merge a class with a higher class in liaison with the Stewards of the event, if they feel appropriate.
- 4.2 There will be no sharing of bikes in Indian bikes category. A participant can take part in as many classes as he/she wants; however this should be on different bikes. In Foreign bikes category maximum 2 riders per bike will be allowed.
- 4.3 All bikes manufactured and sold in India have to be series production bikes except for the Indian Open wherein the only restriction is to have an Indian engine.

4.4 A vehicle may enter only one of the following categories and the Indian Open.

Classifications for Indian Bikes: (M)

Group B :

M1 Class Up to 165 cc -2 stroke

M2 Class Up to 165 cc -4 stroke

M3 Class 166 cc and above upto 260 cc -4 stroke

Indian Open: (N)

N Class 166 cc and above -2 stroke, 261 cc and above -4 stroke

Classifications for Foreign Bikes : (O)

O Foreign Open class. This class is open to all Indian bikes with Foreign engines, Foreign bikes and Specials (internal combustion engines only). Maximum of 2 riders per bike is permitted.

4.5 Fuel: Free

4.6 Nitrous Oxide: Commercially available Nitrous Oxide is permitted on all vehicles except stock category. However, bottles must be securely and permanently mounted and stamped with a DOT 1800 pound rating. Bottle to solenoid hoses must be either high-pressure braided steel type. **No plastic bottles will be permitted.**

4.7 Any liquid leak will prevent bike from being permitted to stage or race.

4.8 Brakes must be in good order and capable of providing proper control at the bike potential top speed

As long as the tyres are safe to the bike maximum potential speed, street or racing tyres of any compound are permitted. Tyre tread (or wear holes on racing slicks) must be a minimum of 1/8" deep. **Any tyres showing damage and/or signs of serious wear are prohibited.**

Article 5 ELIGIBLE COMPETITORS

- 5.1 Any competitor who has a valid driving license, FMSCI Full Competition license @ Rs.1000/-for Racing/Drag or 2W One-event license @ Rs.200/- for Groups A/B/C, and Personal Accident Policy with High Risk & Hospitalization plan for minimum of Rs.2, 00,000/- for motor sports is allowed to participate in this event.
- 5.2 Under the laws of India, any accident out of which a claim may arise should be reported to the nearest police station.
- 5.3 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 sponsors / or the organizers in any accident or incident which may arise.
- 5.4 Any indemnity and / or declaration as prescribed if signed by a person under the age of **18** years shall be counter signed 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.
- 5.5 All photographs / press material of and during this event shall be the sole property of *IARC*.

Article 6 ENTRY FORMS AND ENTRIES

- 6.1 Participants must send the Official Entry Form duly completed along with entry fees, by the appropriate closing date to the secretariat at: **IARC. Entry forms, Indemnity letter and SRs can be obtained from IARC.**
- 6.2 Entry forms that are amended, incomplete or defaced are invalid.
- 6.3 By the very fact of signing the entry form, the entrant as well as the rider shall submit and bind themselves to these regulations.
- 6.4 The Organizers have the right to refuse any entry; however the Organizers shall notify the reasons for such refusal

- 6.5** The maximum no. of entries shall be 200. However the Organizers reserve the right to increase the number of entries. Entries shall be accepted on a “**first come first served**” basis. .
- 6.6** By the fact of their entry, all competitors will be deemed to have declared that the vehicles, teams and personnel under their control will comply with the regulations throughout the event.
- 6.7** ENTRY FEES: By cash or demand draft in favour of “**Indian Automotive Racing Club Ltd.**” payable at Mumbai as per below before normal closing of the entries.

For Indian Bikes/Foreign Bikes Rs.2,500/= per class driven

AN ADDITIONAL LATE ENTRY FEE of Rs. 3,000/- will be charged for entries received within 48 hrs of the normal closing date/time of entries mentioned in the Official Programme.

- 6.8** The Entry fee will be refunded by the promoters only in the following circumstances:
- If the entry is not accepted
 - If a reserve entry is finally not accepted
 - If the Event is cancelled
 - If the Event is postponed
- 6.8.1** The entry form will be accepted only if accompanied by the following documents:
- Copy of Special Race / Rally Insurance Cover valid on Event dates.
 - Copy of Personal Accident Insurance Policy with high risk for minimum Rs 200,000 valid for event dates.
 - 2 Passport size photographs per entry of the competitor
 - Copy of valid Driving license
 - Copy of the registration book.
 - Authority letter from owner of the bike if the rider is not the owner of the bike used in the event
 - Copy of valid FMSCI Full Competition license for Racing/Drag or 2W one event license for Groups A/B/C (application forms are available with the organiser and can also be downloaded from website www.fmsci.in)
 - 1 passport size photograph of pit mechanic
- 6.8.2 SAFETY:**
- Minimum ISI standard Full face Helmets are compulsory. Motocross type helmets are not permitted.
 - Full length ankle shoes, Knee guard, elbow guard all **compulsory**.
 - Full-length leather gloves in sound condition are **compulsory**.
 - Full sleeve jacket made of thick cord **compulsory**.
 - Riding suits are recommended.

- 6.8.3** Each rider shall be given 1 pit passes per bike entered
Photographs for the pit crew should be presented at the time of documentation.

Article 7 Administrative Checks, Briefing Meeting & Scrutiny

- 7.1** The Entrant should produce original copies (photocopies are to be attached along with the entry form) of the following for inspection at the time of submitting the vehicle for scrutiny and administrative checks
- Special race / rally insurance cover- Valid for event dates **Compulsory**
 - Valid Driving license **Compulsory**
 - Authority letter from owner of the bike if the rider is not the owner of the bike used in the Drag **Compulsory**
 - Valid FMSCI Full Competition license for Racing / Drag or 2W one event license for Groups A/B/C **Compulsory**
 - High Risk personal Accident Insurance (Min. Rs.2,00,000/-) valid for 23/24th May 2009 **Compulsory**
 - Copy of license to be handed over at the time of entry **Compulsory**
 - 2 Passport size photographs per entry of the competitor – **Compulsory**
 - Copy of Registration book to be handed over at the time of entry - **Compulsory**
 - 1 Passport size photograph of Pit Mechanic for ID **Compulsory**
 - Indemnity letter duly signed. **Compulsory**

Competitors are required to carry all the above original documents throughout during the event. The administrative checks of these documents have to be completed as per schedule to be eligible.

- 7.2 Briefing Meeting**
Date, Time & Venue. As per program schedule. An attendance register will be maintained at the briefing and it is the responsibility of the competitors to sign this register. Non-attendance at the briefing will be reported to the Stewards of the meet and may entail a penalty of Rs.5,000 and non-payment of the penalty will lead to Exclusion without any refund of entry fees.

- 7.3 Pre Event Vehicle Scrutiny**
The rider himself/herself must be present with any bike taking part in the event to Scrutinizing, at Pandav Marg, Kharghar, Navi Mumbai on time. Competitors reporting later than their schedule will be penalized by Rs.100/- per minute later than their slot up to maximum of 30 minutes lateness allowed.

- 7.4** Each bike must carry the competition number and the advertising stickers provided by the Organizers. The details of where to put the advertising stickers and the competition number will be given at the briefing meeting. The competitors are allowed to carry any other kind of advertisements on their bike provided that: (a) it is authorized by the National laws and FMSCI regulations (b) it is not likely to cause any offence (c) it is not political or religious in nature (d) it does not encroach upon the space

reserved for plates, competition number and organizers stickers (e) it does not interfere with rider vision.

- 7.5 The top three bikes in category will be subject to post event scrutiny to verify the cubic capacity of the bike if there are any protests and the cost of the same will be born by the competitor.

ADVERTISING

- 7.7 The competitors are allowed to carry any other kind of advertisements on their bike provided that:
- it is authorized by the National laws and FMSCI regulations
 - it is not likely to cause any offence
 - it is not political or religious in nature
 - it does not encroach upon the space reserved for plates, competition number and organizers stickers
 - it does not interfere with riders vision.

Article 8 RUNNING OF EVENT

Format of Racing

STARTING LINE & STAGING PROCEDURES

The class that is to run will be announced, followed by the competition numbers of each bike participating in that class. Competition numbers will be announced in pairs in the order of racing precedence.

The first pair of bikes will be called to the starting line by their competition numbers. When the first bike arrives at the starting line, the second bike has **one (1) minute** to arrive and stage at the starting line. – Bikes that fail to stage at the starting line within one minute may be immediately excluded.

There will be no choice of lane.

The run for all the bikes that have passed the pre-event scrutiny will start at Pandav Marg, Kharghar, Navi Mumbai as per program schedule.

- 8.1 Starting lights will be used. The Starting Lights will be 3 Amber light followed by a Green light for GO,
- 8.2 The bikes will be judged according to timings. Timing will be recorded by a laser trigger. The timing will be recorded on the basis of elapsed time.
- 8.3 If a rider makes a false / jump-start, the RED light will come on and the participant will be EXCLUDED from that particular run. If the lights fail, there shall be a manual timing system for that entire class. For the classes that have already been completed, the timing light time shall remain. There shall be no Protest entertained on Jump Starts and Timings when the Timing Equipment is used.
- 8.4 Only Riders along with their competing vehicles shall be allowed in the starting area and for Line-Up. No other person shall be allowed into the starting area. Any rider or his/her pit crew found in staging area during time other than his/her run time may be excluded.
- 8.5 Once the vehicle has finished its run, the competitors have to go to the end of the Track and return via the earmarked road for which the speed limit will be 30Kms/hr. The competitors may have to wait to be escorted back by the organizers on completion of that class.

- 8.6 Procedures and other details of the drag shall be informed to all competitors at the Briefing Meeting.
- 8.7 The CLASS & CATEGORY Winners will be determined by the fastest timings. All class/category-winning vehicles will be then taken to Parc Ferme for post event scrutiny.
- 8.8 The bikes used for qualifying cannot be changed on the race day. If done will entail exclusion.

Article 9 PENALTIES

- 9.1 **False Start / Jump Start:** A false start occurs when the vehicle moves forward or backwards from the prescribed position before the Start signal. The penalty for this is EXCLUSION. The Start Marshal's decision will be Final.
- 9.2 Refusal to obey officials of the meet- left to the discretion of the Steward.
- 9.3 Riding dangerously in restricted area - left to the discretion of the Steward.
- 9.4 Crossing of centre line – EXCLUSION
- 9.5 If a competitor arrives late for starting, he/she shall not be allowed to start.
- 9.6 Any rider found riding fast, rashly or negligently, or practicing or tuning their bikes on the track may be EXCLUDED.
- 9.7 Any competitor who does not have his / her I.D. Tag shall not be allowed to start.
- 9.8 There will be a speed limit on the return run of 30 KMPH. Any competitor found breaking this speed limit MAY BE EXCLUDED
- 9.9 The Stewards of the meet may adjudicate on any matter not covered by these regulations and impose penalties in accordance with the Code.
- 9.10 Burnouts and engine/vehicle testing are only permitted on the drag strip.
- 9.11 A racer found not conforming to these Supplementary regulations or by refusing to make their vehicle available for inspection may be excluded from the event.
- 9.12 Exclusion if a bike found over bored beyond its cubic capacity allowed in its class.
- 9.13 The bikes used for qualifying cannot be changed on the race day. If done will entail disqualification.
- 9.14 Winner's vehicles from each class will be subject to a complete post event scrutiny for which the owner will bear costs.

Article 10 RESULTS

- 10.1 Results will be posted on the official notice board after each race. Results will be based only on the elapsed time. Any competitor having reaction time more than 3 seconds will be excluded.
- 10.2 Results will also be displayed on screens after each race
- 10.3 **Tie Breaker:** In case of a tie, the competitor with the least reaction time shall be declared the winner. Reaction time is the time taken by a competitor to take off after the Green GO Light comes on. If the Tie is still not resolved, the award/s will be divided amongst both the competitors.
- 10.4 If a bike is disqualified for technical or whatever reason, the bike placed behind him will move up to take the position.

Article 11 Protest & Appeals

- 11.1 All protests shall be lodged to the Clerk of the Course within 30 minutes of the race results being posted. The protest fee, as set by the FMSCI, is Rs.2000 /- . 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.10000/- shall be levied.
- 11.2 The appeal fee, as set by the FMSCI, is Rs.10,000/- (Rs.5000/= appeal fees & Rs.5000/= bond money)
- 11.3 Only the involved parties and race officials have access to the protest area.
- 11.4 The owner/rider and/or his/her race crew using their own equipment shall perform the appropriate disassembly.
- 11.5 Should the owner/rider of a protested vehicle refuse to make the vehicle available for inspection, or refuse to disassemble the appropriate equipment, it will be classed as acknowledgement of the specified illegality and is liable for exclusion from the event and / or any other penalty that may be levied by the Stewards of the Meet.

12 Non-liability of and indemnity to the organizers

The organisers decline liability for any accident caused by or to any entrant or driver 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 decline 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 & Govt. of India in regards to all liabilities. The entrant and his executors/administrators and legal representatives shall not have any claim whatsoever on the organisers, sponsors, the FIM, FMSCI & Govt. of India, their officials, agents, representatives, employees, owners of the grounds and all persons assisting them in the events either before or during the event.

Each entrant and competitor will execute and deliver an indemnity, declaration and undertaking as stated at the back of the entry form. Failure to do so will result in the competitor not being allowed to start.

Entrant and Rider's attention is particularly drawn to the fact that normal insurance policies issued in India does not provide cover for motor sports.

Under the laws of India any accident out of which a claim may arise should be reported to the nearest police station.

Under No circumstances will any Rider, Competitor, 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

Article 13 PRIZES & TROPHIES

INDIAN BIKES

Upto 165 CC Two Stroke

1st in Class: Trophy

2nd in Class: Trophy

3rd in Class: Trophy

Upto 165CC Four Stroke

1st in Class: Trophy

2nd in Class: Trophy

3rd in Class: Trophy

ABOVE 165 - 260CC Four Stroke

1st in Class: Trophy

2nd in Class: Trophy

3rd in Class: Trophy

Indian Open

1st in Class: Trophy

2nd in Class: Trophy

3rd in Class: Trophy

Foreign Open

1st in Class: Trophy

2nd in Class: Trophy

3rd in Class: Trophy

Best Tuner (Indian Bikes)

Trophy

This award goes to tuner whose bike clocks the quickest time of the day in the Indian category.

ARTICLE 13 JUDGES OF FACT

All Marshals shall be judges of fact.

Indian Automotive Racing Club Ltd.

Indemnity Form For All Participants

I, the undersigned.....hereby make an application to participate in the "Speedway 2011" and certify that the particulars of my vehicle as stated in the application forms are correct and further that I have read the Regulations issued by the Organizers for the even. I DO AGREE TO BE BOUND by these regulations.

DECLARATION

I/We have read the Regulations issued for this event and agree to abide by them in consideration of the acceptance of the entry of this vehicle. I agree to save harmless and keep indemnified the government of India, the FMSCI, the FIM, the organisers IARC, the promoters, the sponsors and their officials, agents, representatives, employees and all persons assisting 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, injury to myself or any other 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 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, administrators and legal representatives.

I/We agree and undertake not to agitate, litigate or seek a decision of a court of law on any matter or question concerning or relating to the drag coming from the submission of the entry form up to the conclusion of the declaration and distribution of prizes. I also renounce and relinquish my rights, if any, to have recourse to any arbitrator, tribunal not provided for in these Regulations.

Finally, I/We, hereby, acknowledge that I/We am/are conversant with the risks and dangers of motor sport in general and this event in particular, for which I, hereby, assume to be solely responsible. I/We, hereby, confirm that as per Article No.8.2-f, I/We have my accident policy with hospitalisation and hence organisers are not responsible.

Place:.....

Date:.....

Signatures of the Entrants: Driver/Rider Contact No.:

Full Name: Driver/Rider :

Address: Driver/Rider.....

.....

Important: In case a person signing this declaration is under **18** years of age, the person's parents / guardian (whose details must be provided below) shall countersign any indemnity and declaration as prescribed by the paragraph above. Failure to do so will result the competitor not being allowed to start.

Signature of Guardian.....

Signature of Witness.....

Name.....

Name.....

Address.....

Address.....

.....

.....

Warning :

Motorsport can be dangerous. Despite organizers taking all possible precautions, unavoidable accidents may happen. You are present at your own risk.