

# SUPPLEMENTARY REGULATIONS

## FOUR WHEELERS

**Speedway 2011**

22<sup>nd</sup>-23<sup>rd</sup> January, 2011  
*Kharghar, Navi Mumbai*

*Organized by*  
**Indian Automotive Racing Club Ltd.**

*Promoted by*  
**A R Motosport**



**AR Moto Sport**

APPROVED BY

**fmsci**

The Federation of Motor Sports Clubs of India

(National Sports Federation recognized by the Government of India)

**Permit No. 24/2011 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 FIA and the NCR of FMSCI - the ASN of the FIA in India, and these Supplementary Regulations.

### 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, 022 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:

FIA: Federation Internationale de l'Automobile, Paris  
FMSCI: The Federation of Motor Sports Clubs of India  
ASN : National Sporting Federation  
SR: Supplementary Regulations  
CIB: Competitors Information Bulletin

### 1.2 Organising Committee:

Aakif Habib  
Reza Abid Ali  
Daraus Bharucha  
Harman Madon  
Manoj Vaidya  
Ketan Mehta  
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	-	: Pradeep Mhaskar
Steward -		: Harshit Merchant
Club Steward		: Samir Choksi
Clerk of the Course		: Aakif Habib
Secretary of the Meet		: Darayus Bharucha
Chief Scrutineer		: Shrirang Machhe
Asst. Scrutineer		: Imran Imtiaz Shaikh
Judges of Fact for Crossing of Centre Fact		: All Officials and Marshals are Judges of Fact
Line Judges of Fact for False Start		
Chief Time Keeper		: Navin Grower/
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 18.01.11 17.30 Hrs
C	Publication of Starting Order and Times	IARC 41-43, Liberty Bldg., New Marine Lines. Mumbai - 400 020.	Frday 21.01.11 17.00 Hrs
D	Document Verification	IARC 41-43, Liberty Bldg., New Marine Lines. Mumbai - 400 020.	Thursday 20.01.11 17.00 Hrs
E	Compulsory Drivers' Briefing Meeting	Lala College Hall, Haji Ali, Mumbai	Thursday 20.01.11 16.30 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**

**General**

Status: OPEN  
FMSCI Permit No.: **24 / 2011**

## TRACK

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.

## 2 Entries and Entry Fees

### 2.1 Eligible Competitors

Any competitor who has the following documents is allowed to participate in this event :

- Valid Driving license **Compulsory**
- Valid FMSCI Competition license – Minimum grade is an FMSCI Clubsport License for Drag racing @ Rs.600/- OR a valid National Racing Driver / Individual Entrant License @ Rs.3000/- **Compulsory**
- Authority letter from owner of the vehicle if the driver/rider is not the owner of the vehicle used in the Drag **Compulsory**
- High Risk personal Accident Insurance (Min. Rs.2,00,000/-) valid for Event dates. **Compulsory**
- Race/Rally insurance cover for vehicle valid for event dates **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**

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 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.

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.

All photographs / press material of and during this event shall be the sole property of IARC.

## 2.2 Entry Forms and Fees

- i. STANDARD ENTRY FEES: Rs.3,500/- 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.
- ii. The fee for entry for each class may be paid by Demand Draft in favour of “**Indian Automotive Racing Club Ltd.**” payable at Mumbai, or cash before the closing date/time specified in the Official Programme.
- iii. Participants must send the Official Entry Form duly completed, along with entry fees as applicable, by the appropriate closing date to the secretariat at IARC, 41-43, Liberty Bldg., Marine Lines, Mumbai-400020.
- iv. The maximum number of entries for Cars shall be 250. Entries shall be accepted on a “first come first served” basis.
- v. Minimum number of entries for each class is 4. If insufficient entries are received for a class, the class may be cancelled or merged with the next higher class.
- vi. Entry forms, which are not complete, except as permitted by these regulations or which are not accompanied with the appropriate fee, may be rejected.
- vii. All completed entries must reach the organiser before the closing date and time, failing which they may be deemed null and void.
- viii. By the very fact of signing the entry form, the entrant as well as the driver submit and bind themselves to resort to the International Sporting Code of the FIA, the NCR of the FMSCI and these supplementary regulations.
- ix. An entry form that contains false and / or incorrect statements shall be deemed null and void, the entry fee may be forfeited and the entrant/driver excluded from the meet.
- x. Each participant shall be given 1 mechanic's pass **per car entered**. Photographs for the pit crew should be presented at the time of documentation; failure to do so will result in pit crew being denied entry into the paddock.
- xi. Entry fees or part thereof will be refunded by 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

### 3. ADMINISTRATIVE CHECKS & DOCUMENT VERIFICATION

3.1 The Entrant should produce original copies (photocopies are to be sent 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 -**COMPULSORY**
- High Risk personal Accident Insurance (Min. Rs.2,00,000/-) valid for Event dates. **COMPULSORY**
- Driving license - **COMPULSORY**
- FMSCI Competition license - **COMPULSORY**
- Copy of license to be handed over at the time of entry - **COMPULSORY**
- 2 Passport size photographs of the competitor – **COMPULSORY**
- Copy of Registration book to be handed over at the time of entry – **COMPULSORY**
- Authority letter from the owner if the driver is not the owner of the car.-**COMPULSORY**
- Indemnity letter duly signed. **COMPULSORY**
- 1 passport size photograph of Pit Mechanic.

3.2 All the above documents shall be valid for both the days of the event. Competitors are required to carry all the above documents throughout the event.

3.3 The administrative checks of these documents have to be completed to be eligible.

### 4. General undertaking

All Drivers and Entrants participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (the Code), the NCR of the FMSCI applicable and these Supplementary Regulations.

Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials that have been handed to them by the Organisers.

### 5. 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, FIA, FMSCI / IARC, State Govt of Maharashtra & 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, FIA, FMSC / IARC, State Govt of Maharashtra & 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 Driver'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 Driver, 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.

## **6. Drivers Briefing**

**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. Pre-event Scrutineering**

Any car taking part in the event must be presented by the driver himself/herself to Scrutineering, at a time and venue noted in the official programme. Competitors reporting later than their schedule will be penalized by Rs.100/- per minute later than their slot up to maximum of 15 minutes lateness allowed.

Each Car must carry the competition number and the advertising stickers provided by the Organisers when it reports for Scrutinee. The details of where to put the advertising stickers and the competition number will be given on date and time noted in the official programme of each round.

All drivers must comply with the minimum following regulations:

- Minimum ISI standard Helmet - **Compulsory**
- Long pants/Jeans - **Compulsory**
- Shoes - **Compulsory**
- Driving gloves - **Compulsory**

It is also recommended that all drivers use:

- Fire resistant clothing

## **7A Post-event Scrutineering**

The top three winning cars in each category will be subject to post event scrutiny and the cost for the same will be born by the competitor. Other finishers will be held in parc fermé and can only leave with the approval of the COC. The participants must remain present with their own mechanic till the completion of post event Scrutiny.



## **8. Advertising**

The competitors are allowed to carry any other kind of advertisements on their car provided that:

- (a) it is authorized by the National laws and FMSCI regulations
- (b) it is not likely to cause any offense
- (c) it is not political or religious in nature
- (d) it does not encroach upon the space reserved for plates, competition number and organizers/compulsory stickers
- (e) it does not interfere with driver vision.

## **9. ELIGIBLE CLASSES AND CATEGORIES AND TECHNICAL REGULATIONS**

A participant can take part in as many classes as he/she wants; however this should be in different cars, unless specifically mentioned in these regulations.

### **9.1 Indian Classes: (A)**

Indian cars are classified as cars that have been homologated with the ARAI as of 31<sup>st</sup> March 2010.

No car with a foreign Engine will be allowed to take part in the Indian Cars Category.

A vehicle may enter only one of the following categories. Max 2 drivers per car are allowed.

#### **Indian Classes : (Street - Stock)**

Any car running with factory turbo or supercharger will have a cubic capacity multiplication factor of 1.4 in the respective category (e.g. Skoda RS 1.4 x 1800 cc). No modification allowed except that Air filter is free

- A1** Indian Cars up to 1150 cc
- A2** Indian Cars from 1151 to 1450 cc
- A3** Indian Cars from 1451 to 1650 cc
- A4** Indian Cars from 1651 to 2050 cc
- A5** Indian Cars above 2051 cc

#### **Indian Classes : (Pro - Stock) (B)**

- B1** Indian Cars up to 1150 cc
- B2** Indian Cars from 1151 to 1450 cc
- B3** Indian Cars from 1451 to 1650 cc
- B4** Indian Cars from 1651 to 2050 cc
- B5** Indian Cars above 2051 cc

#### **Zen with up to 1400 CC engine : (C)**

#### **Zen with up to 1600 CC engine : (D)**

### **Indian Classes : (Forced Induction / Nitrous Classes) (E)**

A vehicle may enter only one of the following categories and the Indian Open category. Only 1 driver per car is allowed. **Nitrous, supercharging, turbo charging of cars allowed in any combination.**

**E1** Indian Cars from 1101 to 1400 cc

**E2** Indian Cars from 1401 to 1600 cc

**E3** Indian Cars from 1601 to 2000 cc

**E4** Indian Cars above 2001 cc

### **Indian Cars with FOREIGN ENGINE : ( F)**

Car in this category can not run in Indian Open but can take part in foreign open and unrestricted.

### **Indian Open : (G)**

Production Indian car body with Indian engines (head, block & gearbox casing). 2 drivers per car are allowed.

### **9.2 Classifications for Foreign cars**

A vehicle may enter only one of the following categories and the unrestricted category. No car with an Indian Engine will be allowed to take part in the Foreign Cars Category.

### **Foreign Cars : (Street - Stock) (H)**

Any car running with factory turbo or supercharger will have a cubic capacity multiplication factor of 1.4/1.6 for turbo/supercharger in the respective category (e.g. Mitsubishi Evo 1.4 x 2000 cc). Max 2 drivers are allowed per car.

**H1** Foreign Cars up to 2000 cc

**H2** Foreign Cars from 2001 to 3000 cc

**H3** Foreign Cars from 3001 to 4000 cc

**H4** Foreign Cars above 4001 cc

### **Foreign Cars : (Pro - Stock) (I)**

Pro stock or Aftermarket Forced Induction / Nitrous Classes – Max 2 drivers per car are allowed. **Nitrous, supercharging, turbo charging of cars allowed in any combination.**

**I1** Foreign Cars up to 2000 cc

**I2** Foreign Cars from 2001 to 3000 cc

**I3** Foreign Cars from 3001 to 4000 cc

**I4** Foreign Cars from above 4001 cc

### **9.3 Unrestricted Class. (J)**

This class is open to all Indian cars with foreign engines, foreign cars and Specials, single seater and non-production vehicles. Max 2 drivers per car are allowed.

### **9.4 Diesel Open : (K)**

This class is open to all Diesel Engine Indian/Foreign cars as below. No multiplication is factor applicable - unrestricted. Max 2 drivers per car are allowed.

**K1** Diesel Cars upto 1800 cc

**K2** Diesel Cars from 1801 to 3000 cc

**K3** Diesel Cars above 3001 cc

### **9.5 Supercar Faceoff**

This is a special category wherein the winning car (only first car) of categories E3, E4, F and G will be pitted against the winning car (only first car) of categories H1, H2, H3, H4 and I randomly. There will be no entry fees for this run. In case if the first winning car of any category does not participate, the organizers have the discretion to pick the second winner in that category.

### **9.6 Modifications allowed for Pro-stock classes & Forced Induction classes**

- i. Engine head, block and gearbox casing have to be as supplied by the manufacturer.
- ii. Over boring of the engines is allowed as long as they do not exceed the CC limit in which the car is entered. For e.g. car entered in upto - 1100CC cannot be over bored beyond 1100CC.
- iii. Internal parts of the engine head, block and gearbox are free.
- iv. Axles, suspension and mounting points, brakes, and rims are free.
- v. Tyres are free, but must be street legal. Slick tyres and "Race only" tyres are not allowed.
- vi. Interior trims and lightening of vehicle free. However removal of OE flooring, firewalls, doors, bumpers, front & rear windscreens and windows is not permitted. Windows must be closed during races, need not be operable. Lightened parts must follow the original contours of the vehicle.
- vii. Non-OE body kits/wings/spoilers may be permitted provided they are securely mounted.
- viii. Seats must be properly braced, framed and supported. Seats constructed of aluminum, composite material, double layer poly or fiberglass (automotive accessory seats) permitted.

### **9.7 Modifications allowed for Open & Unrestricted classes**

- i. Only one internal-combustion reciprocating automotive-type.  
All non-production open cars must have a roll cage conforming to the FIA standards as prescribed in Appendix J of the Code, and minimum four-point harness.

- ii. If a vehicle has no doors, then a roll cage is compulsory.
- iii. The vehicle must have a firewall between the engine and the driver as well as a firewall between the fuel tank and the driver
- iv. Seat must be properly braced, framed and supported seats constructed of aluminum, composite material, double layer poly or fiberglass (automotive accessory seats) permitted.
- v. The Chief Scrutineer may recommend the exclusion of any vehicle that he deems it unsafe or a danger to others.

### **9.8 Supercharging/ turbo charging:**

Definition: Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust systems) by any means whatsoever. Injection of fuel under pressure is not considered to be supercharging.

In case of turbo charging/supercharging in Pro-stock classes, the nominal cylinder-capacity will be multiplied by 1.4/1.6 for petrol engines and by 1.5 for diesel engine, and the car will pass into the class corresponding to the fictive volume thus obtained. The car will be treated in all respects as if its cylinder capacity thus increased were its real capacity.

This multiplication factor will not be applicable for the Forced induction classes.

### **9.9 Fuel: No restriction on type of fuel used.**

**9.10 Nitrous Oxide:** Commercially available Nitrous Oxide is permitted on all vehicles. However, bottles must be securely and permanently mounted and stamped with a DOT 1800 pound rating. Bottle to solenoid hoses must be high-pressure braded steel type. **No Plastic bottles allowed.**

**9.11 Any liquid leak** will prevent cars from being permitted to stage or race.

**9.12 Any modification on the car should not protrude outside the bodyline of the car. ( e.g. Air filter/intercooler outside/front of the bonnet.) All cars must have front/rear bumpers and fenders.**

## **10. RUNNING OF EVENT**

### **10.1 Starting Line & Staging Procedures**

The class that is to run will be announced on the PA system, followed by the competition numbers of each car participating in that class. Competition numbers will be announced in pairs in the order of racing precedence. The first pair of cars will be called to the starting line by their competition numbers. When the first car arrives at the starting line, the second car has one (1) minute to arrive and stage at the starting line. Cars that fail to stage at the starting line within one minute may be immediately disqualified.

**10.2** There will be no choice of lane. Any competitor found not listening to the start line marshal or any other official at the start, may be excluded immediately.

**10.3** The Starting Lights will be 3 Amber lights followed by a Green light for GO.

**10.4** The cars 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.

**10.5** If a driver makes a false / jump-start, the RED light will come on and the participant will may 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.

**10.6** 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, OR, in the absence of a return road, the competitors will have to wait in the designated area to be escorted back by the organizers on completion of that class.

**10.7** The procedures and other details of the drag shall be informed to all competitors at the Briefing Meeting.

**10.8** 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.

## **11. PENALTIES**

**11.1** 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.

**11.2** Refusal to obey officials of the meet will result in EXCLUSION.

**11.3** Driving dangerously in restricted area will result in EXCLUSION.

**11.4** Crossing of center line will result in EXCLUSION

**11.5** If a competitor arrives late for staging, he/she may not be allowed to start.

**11.6** Any driver found driving fast, rashly or negligently, or practicing or tuning their cars on the track, shall be EXCLUDED.

**11.7** Any competitor who does not have his / her I.D. Tag shall not be allowed to start.

**11.8** There will be a speed limit on the return run of 30 KMPH. Any competitor found breaking this speed limit MAY BE EXCLUDED

**11.9** The Stewards of the meet may adjudicate on any matter not covered by these regulations and impose penalties in accordance with the Code.

**11.10** Burnouts are only permitted on the drag strip in the designated area.

**11.11.** A participant found not conforming to these Supplementary regulations or refusing to make their vehicle available for inspection will be excluded from the event.

**11.12** Any car found over bored beyond the cubic capacity allowed in its class will be excluded.

## 12. RESULTS

**12.1** Results will be posted on the official notice board after each class finishes. Results will be based only on the elapsed time. **Any competitor having reaction time more than 3 seconds will be excluded.**

**12.2** Results may also be displayed on screens after each race.

**12.3** 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 cross the start line after the Green GO Light comes on. If the Tie is still not resolved, the award/s will be divided amongst both the competitors.

**12.4** If a car is excluded for technical or any other reason, the car placed behind him will move up to take the position.

## 13. PROTEST & APPEALS

**13.1** All protests shall be lodged to the Clerk of the Course within 30 minutes of the provisional results being posted. The protest fee, as set by the FMSCI, is Rs.5,000/-.

**13.2** The protest must be in writing and submitted to the COC, or in his absence, the Stewards of the meet, along with the protest fee.

**13.3** If the protest requires the dismantling and the re-assembly of different parts of a car the claimant must pay an additional deposit of Rs.6000/-

**13.4** The expenses incurred by the work and for the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

**13.5** If the protest is unfounded, and if the expenses incurred by the protest (Scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.

**13.6** Should the owner/driver 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.

**13.7** The appeal fee, as set by the FMSCI, is Rs. 30,000/-

## 15. PRIZES & TROPHIES

### Indian Classes:

**For Each category/Class (Street stock, Pro-stock- A1, A2, A3, A4, A5, B1, B2, B3, B4, B5, C and D) there will be prizes as per below :**

1<sup>st</sup> in Class: Trophy

2<sup>nd</sup> in Class: Trophy

3<sup>rd</sup> in Class: Trophy

**For each category/class FI/N and ICFE (E1, E2, E3, E4 and F) :**

1<sup>st</sup> in Class: Trophy

2<sup>nd</sup> in Class: Trophy

3<sup>rd</sup> in Class: Trophy

**Indian Open (G) :**

1<sup>st</sup> in Class: Trophy

2<sup>nd</sup> in Class: Trophy

3<sup>rd</sup> in Class: Trophy

**Best Tuner (Indian Cars):** Trophy

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

**Foreign Cars:**

**For Each category/Class (Street stock, Pro-stock- H1, H2, H3, H4, I1, I2, I3 and I4) there will be prizes as per below :**

**Unrestricted Class (J) :**

1<sup>st</sup> in Class: Trophy

2<sup>nd</sup> in Class: Trophy

3<sup>rd</sup> in Class: Trophy

**Diesel Open (K) :**

**For Each category/Class ( K1, K2 and K3) there will be prizes as per below :**

:

1<sup>st</sup> in Class: Trophy

2<sup>nd</sup> in Class: Trophy

3<sup>rd</sup> in Class: Trophy

**Supercar Faceoff:**

1<sup>st</sup> in Class: Trophy

2<sup>nd</sup> in Class: Trophy

3<sup>rd</sup> in Class: Trophy

**Fastest time of the day :** Trophy

**Best Tuner of the day (Foreign Cars) :**Trophy

This award goes to the tuner whose car clocks the quickest time of the day for foreign car.

**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 State Government of Maharashtra, the government of India, the FMSCI, the FIA, 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.....

.....

Name and Signature of Pit Mechanic : .....

**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.**



	<b>Street Stock Indian</b>	<b>Street Stock Foreign</b>	<b>Pro Stock Indian</b>	<b>Pro Stock FI Indian/Foreign</b>	<b>Pro Stock Foreign</b>	<b>Indian/Foreign Open</b>	<b>Diesel Open</b>	<b>Unrestricted</b>	<b>Drag Special</b>
<b>Seatbelts</b>	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	4 Point Harness
<b>Seats</b>	OE/Competition Fixed Back	OE/Competition Fixed Back	OE/Competition Fixed Back	OE/Competition Fixed Back	OE/Competition Fixed Back	OE/Competition Fixed Back	OE/Competition on Fixed Back	OE/Competition n Fixed Back	Fixed Back
<b>Wheel Size/Material</b>	Free	Free	Free	Free	Free	Free	Free	Free	Free
<b>Tyres</b>	Street Legal	Street Legal	Free	Free	Free	Free	Free	Free	Free
<b>Brakes</b>	OE	Free	Free	Free	Free	Free	Free	Free	Free
<b>Head min 55W /Tail Lights</b>	2 Front/2 OE Tail	2 Front/2 OE Tail	2 Front/2 OE Tail	2 Front/2 OE Tail	2 Front/2 OE Tail	2 Front/2 OE Tail	2 Front/2 OE Tail	2 Front/2 OE Tail	Free
<b>Lightening of Bodywork</b>	NA	NA	Fibre Rear doors/boot/bonnet/side windows-maintaining body contours and moulds						Free
<b>Interior Trim</b>	Removal of carpets/insulation/rear seats allowed					Free	Free	Free	Free
<b>Intake</b>	OE (Air Filter Free)	Free	Free	Free	Free	Free	Free	Free	Free
<b>Exhaust</b>	OE	Free	Free	Free	Free	Free	Free	Free	Free
<b>ECU</b>	OE	Free	Free	Free	Free	Free	Free	Free	Free
<b>Fuel Injection/carbs</b>	OE	Free	Free	Free	Free	Free	Free	Free	Free
<b>Engine</b>	OE	OE	Internals Free	Internals Free	Internals Free	Free	Free	Free	Free
<b>Gearbox</b>	Ratios Free	Ratios Free	Internals Free	Internals Free	Internals Free	Free	Free	Free	Free
<b>Suspension</b>	OE Mountings	OE Mountings	Stock Mountings	Stock Mountings	Stock Mountings	Free	Free	Free	Free
<b>Turbo/Super charger</b>	OE x1.4/1.6 (P)	OE x1.4/1.6 (P)	x 1.4/1.6 (P)	x 1.4/1.6 (P)	Free	Free	Free	Free	Free
<b>Nitrous</b>	NA	NA	NA	Free	Free	Free	Free	Free	Free