



The Federation of Motor Sports Clubs of India

2018
Four Wheeler Technical Regulations
DRAG RACING

The Federation of Motor Sports Clubs of India
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INTRODUCTION

1. These rules including the technical regulations, schedules and appendices contained herein, shall govern all competitions in which a 4 wheeler may take part, organized in the territory of the FMSCI under an organizing permit issued by it.
2. These rules have been drawn up for the proper and equitable conduct of motor sports and are based on the International Sporting Code and the Sporting Code of the FMSCI. The text comprises additions and adoptions drawn up in India to suit local conditions local competitions and local four-wheelers.
3. In so far as they do not conflict with these rules, the supplementary regulations and official instructions applicable to a competition shall be deemed to form part of these rules.
4. The FMSCI has the right to grant an exemption from these rules to suit special conditions or to enable unusual features to be included in the competition and must be specified in the supplementary regulations.
5. International events run under an International Permit issued by the FMSCI must comply with the International Sporting Code as usual. Only refer to these rules in respect of any matter not covered by the Code.
6. Unless otherwise stated, compliance with all regulations in this publication governing groups and classes, safety requirements, lists, technical specifications and definitions is MANDATORY.
7. Changes on consideration of SAFETY MAY BE IMPLEMENTED IMMEDIATELY. All other changes will be implemented after a notice period, which will be decided by the FMSCI council on a case to case basis. The council of the FMSCI, may in its own discretion, authorize immediate implementation if deemed necessary or advisable.
8. Approval of a four wheeler or a component or its homologation is an indication of its acceptance solely for the purpose of these regulations and is not to be taken as a guarantee or warranty as to the standard of its design or manufacture or its fitness or suitability for any use to which it may be put.
9. Questions or requests for clarification or advice on these technical regulations should be made in writing to the chairman, Technical Regulations commission and forwarded to him through the Secretariat. Only those replies / interpretations signed by him will be valid.
10. These technical regulations have been compiled for both safety and eligibility and form the basis of all motor sports in the territory of the FMSCI. They must be studied by Constructors, Tuners, Competitors, Organizers, Scrutineers, Stewards and all others involved with the administration and conduct of motor sports in the territory of the FMSCI in order to ensure total compliance.

Read these regulations carefully. Unless these regulations specifically permit variations and / or modifications and / or additional work of any type to be carried out, the same is expressly forbidden. In other words, unless these regulations state that you can do it... YOU CANNOT.

Please note that the intention is to shift to regulations modelled on FIA regulations for the year 2019. Hence competitors may keep this in mind while making new investments on their vehicles.

DRAG RACING CLASSES

The following classes are the approved classes which can be technically scrutineered by the FMSCI and protests on technical grounds can be investigated. Organisers are free to run any other classes on closed basis only (a maximum of 4 classes each in 2 wheelers and 4 wheelers) . However, class names should not have the word “stock” embedded in the name.

Cars prepared to circuit racing categories (TC1, TC2, TC3, TC4 & TC5) can participate in any of the Drag Racing categories PROVIDED they meet the requirements of that particular category.

In addition, organisers are permitted to run one or more of these categories (TC1-TC5) as a separate Drag Racing category.

Open wheeled Indian Formula cars built for circuit racing are permitted to run WITHOUT any modifications (i.e. In identical homologated form).

Cars faster than 9 seconds Elapsed Time not allowed. All times mentioned in this document refer to elapsed times for 1/4 mile (402 m) unless otherwise specified. The figures mentioned in brackets with an asterisk e.g. “(*4.50)” refers to 1/8 mile (201 m) run distance.

No merging of classes even if there are less entries in the case of a Championship.

In the case of a Championship where points are awarded for each round, then full points will be given if there are 6 or more entries in each class and half points will be given if there are less than 6 entries in any class.

Pro Stock Petrol

- upto 1150 cc
- 1151 – 1450 cc
- 1451 to 1650 cc
- 1651 – 2050 cc
- 2051 – 2550 cc
- 2551 – 3060 cc
- 3061 cc and above

Only one of Turbo charging / Super charging / Nitrous allowed, with a multiplication factor of 1.7 on the cubic capacity.

Pro Stock Diesel

- upto 1150 cc
- 1151 – 1450 cc
- 1451 to 1650 cc
- 1651 – 2050 cc
- 2051 – 2550 cc

- 2551 – 3060 cc
- 3061 cc and above

For Pro-stock Diesel and Petrol, the shell should be a production shell with engine block, head and gearbox casing of production type. All internals are free. OEM forced Induction allowed subject to only one of Turbo charging / Super charging allowed, with a multiplication factor of 1.5 on the cubic capacity for Diesel and 1.7 for Petrol.

Indian Open Stock Body

1. Indian Series Production cars with an engine and drive train from an Indian series production car (no Completely Built Unit power plant allowed). CBU Cars not allowed. Cars assembled in India is allowed.
2. Any body shell of an Indian Series Production car. The chassis or unitary construction must remain to the manufacturer's original specification including suspension mounting points and design.
3. Only one Indian Series Production Engine is permitted to be fitted in a car. The origin of the block, head and gearbox casing are to be from an Indian series production car. The internals for the engine & drive train are free. Gear shift pattern is free.
4. Turbo charging and Super Charging is allowed but not in combination. Nitrous is allowed only for naturally aspirated engines.
5. Safety Compliances as per FMSCI Racing Safety Regulations
6. In all the approved classes, Pre-event scrutiny will be for safety, and post event scrutiny will for technical compliance. All vehicles entering in the above approved classes undertake to permit opening of their vehicles, engines, gearboxes and any other subsystem for post-event scrutiny.
7. Irrespective of whether the approved classes are run or not, the safety requirements as specified by the FMSCI from time to time shall be met without exception.

Indian Open Altered Body

Roll cage is mandatory.

The following modifications are permitted in addition to Indian Open Stock body.

1. Body contour
2. Replacement of body panel with fibre glass of minimum 3 mm thickness
3. Suspension mounting points free

Unrestricted Class

This class is open to all Indian cars with Indian /Foreign engines, Foreign cars and Indian homologated single seater cars in their original form.

The drivers equipment will have to comply with the FMSCI Racing Safety Regulations.

GENERAL SAFETY REGULATIONS

Please note that these are minimum safety regulations for ALL 4 wheel vehicles. Specific requirements for classes will take precedence over these general regulations.

DRIVER COMPARTMENT

Both front doors must be functional from inside and outside on all full-bodied cars. All interior panels (firewalls, floors, wheel tubs, doors, etc.) within the driver compartment of enclosed cockpit cars where the driver is located behind the engine must be constructed of steel, except where specifically permitted. Driver compartment of any enclosed or full-bodied car must be totally sealed from engine and transmission. All holes in firewall must be sealed with aluminium or steel. Openings around all linkages, lines, wires, hoses, etc. must be minimized.

FIREWALLS

Each car in competition must be equipped with a minimum .032-inch (.8 mm) aluminium or .024-inch (.6 mm) steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or bellypan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All holes in firewall must be sealed with aluminium or steel. Use of magnesium prohibited.

SAFETY HARNESS:

Any cars with roll cages - 5 point harness is mandatory. For all other cars, 3 point harness is mandatory.

WINDSHIELD:

For all saloon cars, laminated glass front windscreen is mandatory. For Indian Open and above other windows and rear glass should be made either of glass or minimum 3 mm thick perspex.

ROLL CAGES :

Super Cars

Any production saloon car where the top speed specified by the Manufacturer exceeds 300 kmph shall be categorised as a Supercar.

- Super Cars running at 9.99 seconds and faster : Roll Cage is mandatory as per Group N specification.
- Super Cars running at 10 seconds and slower : Roll cage not mandatory.

Saloon Cars

- Cars running at 11.99 seconds and faster : Roll Cage as per Group N specification or drawing No.1 is mandatory.
- Cars running at 10.99 seconds and faster : Roll Cage as per Drawing No.2 is mandatory.
- Cars running at 12 seconds and slower : Roll cage not mandatory unless otherwise specified.

Single Seater

Indian Homologated Open Wheel Single Seater Vehicles (without any modifications) : Roll cages specified in the FMSCI Racing Regulations & Vehicle Homologation.

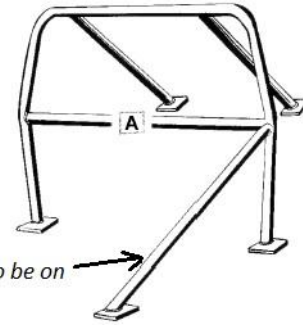
Roll cage specifications:

Drawing No.1

All cars with an OEM frame must have rollbar attached to frame.

Cars without frame use 6" (152mm) square 1/8" (3.2mm) steel plates on top and bottom of floor, securely bolted together with at least four 3/8" (9.53mm) bolts, or top plate welded to rocker sill.

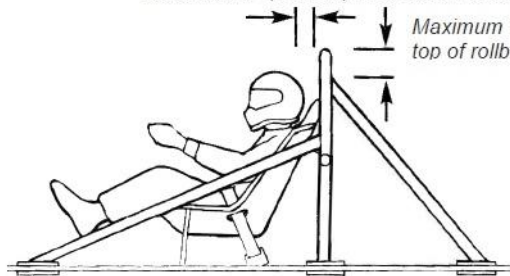
All materials must be 1.75" OD x .118" (44.5 x 3.02mm) mild steel or .083" (2.11mm) 4130 chrome moly tubing, except for **A** which is 1.25" OD x .118" (31.8 x 3.02mm) mild steel or .083" (2.11mm) 4130 chrome moly tubing.



Side impact bar to be on driver's side

Maximum 6" (15.2cm) from rollbar to driver's helmet.

Maximum 5" (12.7cm) from top of rollbar to brace.

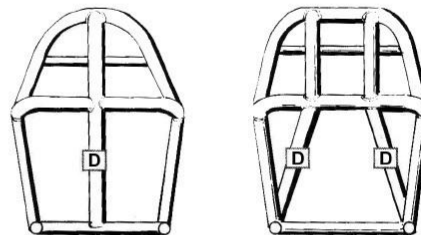
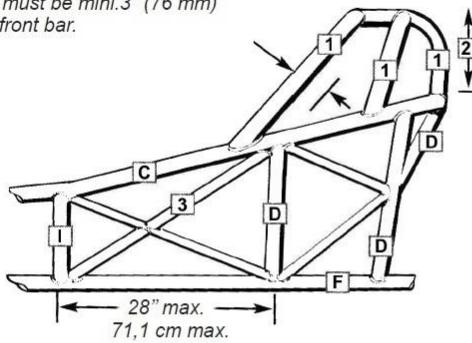


Drawing No.2

ALTEREDS

7.50 seconds (*4.50) E.T. and slower
(tubing dim. according to table 1)

Helmet must be mini.3" (76 mm) behind front bar.



Rear views

- 1 5 point attachment, use tube code **B**. For 6 point attachment use tube code **A1**. If using 5 point attachment, **C** will become tubing code **A1**
- 2 If over 18" (45.7cm), dimension **C** becomes **A1**
- 3 If an **X** or **K** is used then **G**, otherwise **E**

TABLE 1 - TUBING CODE / TABLEAU 1 - CODE DES TUBES			
	Outside diameter Diamètre extérieur	Wall thick. (Chrome Moly) Épaisseur (Chrome Molybdène)	Wall thick. (Mild Steel) Épaisseur (Acier doux)
A - 1	1 ¹ / ₂ " (3.81cm)	.065" (1.65mm)	.118" (3.02mm)
B	1 ⁵ / ₈ " (4.13cm)	.065" (1.65mm)	.118" (3.02mm)
C	1 ³ / ₈ " (3.49cm)	.058" (1.47mm)	.118" (3.02mm)
D	1 ¹ / ₄ " (3.18cm)	.058" (1.47mm)	.118" (3.02mm)
	1 ¹ / ₈ " (2.86cm)	.065" (1.65mm)	.118" (3.02mm)
E	³ / ₄ " (1.91cm)	.058" (1.47mm)	.118" (3.02mm)
	1" (2.54cm)	.049" (1.22mm)	.118" (3.02mm)
F	1 ¹ / ₄ " (3.18cm)	.058" (1.47mm)	.118" (3.02mm)
	1 ³ / ₈ " (3.49cm)	.049" (1.22mm)	.118" (3.02mm)
G	⁵ / ₈ " (1.59cm)	.058" (1.47mm)	.118" (3.02mm)
H	1" (2.54cm)	.058" (1.47mm)	.118" (3.02mm)
I	1 ¹ / ₄ " (3.18cm)	.049" (1.22mm)	.118" (3.02mm)

HELMETS :

- All cars running at 11.99 seconds and faster, drivers need to wear Helmets as per specifications defined in the FMSCI Racing Regulations.
- All cars running at 12 seconds and slower, drivers need to wear Helmets with either DOT or EC Approvals. Poly Carbonate Helmets are not permitted.

OVERALLS, GLOVES, SHOES, ETC

- All cars running at 11.99 seconds and faster, drivers will need to wear overalls, shoes and gloves as specified in the FMSCI Racing Regulations.
- All cars running at 12 seconds and slower, following needs to be adhered to : Full-length pants; short or long-sleeved shirt; closed shoes; and socks. No shorts. No tank tops. No open-toe or open heel shoes or sandals. Synthetic clothing not recommended.