



2025

**FMSCI GENERAL PRESCRIPTIONS
APPLYING TO ALL FMSCI
DRAG RACING CHAMPIONSHIPS,
TROPHIES, CHALLENGES AND CUPS**

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1. INTRODUCTION

The FMSCI Championships, Challenges, Cups, Series, Trophies, League etc. are the property of the FMSCI.

The Championship, Cup, Series and Open Status Events are governed by the current FIA International Sporting Code and its appendices (the Code) and these regulations which consist of articles applicable to all Drag Events.

Only the FMSCI may grant waivers to these regulations. Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles of FIA International Sporting Code (Code). Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions .

The Clerk of the Course is charged with the application of these regulations and the event Supplementary Regulations before and during the running of the Event. He must inform the Stewards of any important incidents that have occurred which require the application of these regulations or the event Supplementary Regulations of the Event.

Anything that is not expressly authorized by these regulations is forbidden.

OFFICIAL LANGUAGE For all FMSCI Events, the official language is English.

Should any dispute arise as to the interpretation of these regulations, only the FMSCI has the authority to make a decision

The Headings in this Document are for ease of reference only and do not form part of these Regulations.

2. ORGANIZERS GUIDELINES

DOCUMENTATION / INFORMATION REQUIRED FOR ISSUE OF PERMIT

- Name and Status of the Event
- 2W / 4W or only 2W or only 4W
- Supplementary Regulations and Classes being run
- Risk Analysis document duly filled in and signed by the Organizer and COC
- Safety & Medical Document duly filled in & signed both by the CMO & COC.
- Associate Hospital close by, Distance by Road and Hospital confirmation letter for acceptance of any injured participant if required for treatment.
- Track Layout Drawing, Barricading Drawing, Pits Location drawing, Paddock area, Assembly Area Drawing, Scrutiny Area Drawing, COC and Stewards Area (room) drawing.
- List of permissions applied for and acknowledgement of applications from the respective departments.
- 3rd party event Insurance copy.
- List of Officials
- Program Schedule
- Preferred date for track inspection by FMSCI delegate.
- Event timings : Organizers can run the event for maximum of 12 hours including a break of 2 hours for the Officials and Organizers.
- Details of Timing Equipment being used.
- Organizers to provide a dedicated Secretary for the Stewards and there will be three Stewards for all Events.

- Organizers to provide a separate room for the Stewards.
- The Organizer must specify whether the event is run during the day or during the night. If it is a day/night event, the schedule for the night event should be strictly followed and this information should be shared to the Scrutineers.

THERE SHALL BE A MINIMUM GAP OF FIVE DAYS BETWEEN ANY TWO DRAG EVENTS OF THE SAME CATEGORY (2W OR 4W).

3. VENUE REQUIREMENTS

TRACK INSPECTION

- CAD drawing / proper, accurate sketch to be submitted.
- Track inspection can be done minimum 1 week before the event, if the organizer so desires.
- One of the stewards deputed by the FMSCI will be designated as the track inspector. The permit issued is conditional, subject to the approval of the track by the designated steward. The designated steward may inspect 2 days prior to the event, to ensure conformance of arrangements at the venue and suggest any corrections to the organizer.
- In case the event runs in a restricted area, the organizers will send a visual (video/photographs) for inspection.
- Barricading inspection should be carried out by the designated Steward at least 1 Day before the event
- In case track inspection is not possible in advance, the CAD drawing / accurate sketch must reach FMSCI and will be given to the stewards to ensure that the organizer has carried out all the requirements.
- 1st line permitted barricading – Bamboo / casuarina/ metal pipes, fabricated as barriers must have rounded edges and should not be riveted with any form of metal sheets and the metal barriers may or may not be interlocking, ARMCO, concrete blocks, water-filled plastic barrier (minimum 1 metre height), concrete wall, MOJO barriers (minimum 1 metre height).
- Advertising material made from either flex or sunboard may be glued or securely fastened onto these barriers.
- 2nd line barricading - same as permitted for 1st line barricading. In addition, sheets are permitted provided they are facing the spectator side.
- Cones or Haybales must be placed at the end of the braking distance.
- In case the event is run on a track where there is an elevation of more than 1 % over the length of the run portion, the event will be allowed provided the runoff is uphill.
- In cases where night racing takes place, the lighting provided at all areas of the track must be sufficient for officials, crews and for drivers to have suitable visibility at all speeds on the strip and shutdown areas. There should be no dark patches on the strip and the lighting should not cause a glare for the driver. The lighting fixtures should be at a distance of minimum 20 to 30 feet away from the track. The lighting standards recommended are
 - a) Start line 30 ft candles or 325 lumens
 - b) Strip 25 foot candles or 270 lumens and shutdown area 20 foot candles or 215 lumens.

4. TRACK LAYOUT

MINIMUM SAFETY REQUIREMENTS FOR DRAG RACING ON A GRADE C DRAG STRIP

- Distance from edge of track to 1st barrier - 10 meters
- Gap between 1st barrier and 2nd barrier - 5 meters.
- Distance of barricading will be 50 meters from start line and then will be closed giving spectators no access to go beyond that.
- The Braking Distance for a 1/8th Mile Drag race should be 400 meters from the Finish Line.
- The Braking distance for a 1/4th Mile Drag Race should be 500 meters from the Finish Line.
- If there is a non-movable obstacle at the end of the braking distance, then the braking distance should be increased by 100 meters for a 1/8th mile and by 200 meters for a 1/4th mile drag race.
- If Top Fuel is used, then the braking distance for a 1/8th mile should be 500 meters and for a 1/4th mile be 600 meters and if there is a non-movable obstacle at the end of the braking area, then the additional run off area for a should be 200 meters for the 1/8th mile as well as the 1/4th mile.
- Width: as per FIA/UEM Specs but waiver can be granted based on FMSCI discretion
- Fastened wooden barricading is the minimum criteria
- Annexure 1, Track Layout Guidelines should be strictly adhered to.

5. WIDTH OF THE TRACK

- The minimum width of the track should be 11 meters.
- Centre line will have double cones (non-metallic) up to 5 meters from Start Line.
- Outer edge to be defined by cones.

6. FIRE EXTINGUISHERS – MINIMUM REQUIREMENTS

- 2 Nos 25 Kg on a pick-up truck
- 4 Nos of 6 Kg extinguishers at the start
- 2x2, 6 kgs extinguishers every 100 meters.
- Water mist fire system is a must
- 2 Nos of 6 Kg extinguishers at Scrutiny Bay

7. MEDICAL REQUIREMENTS

- Minimum requirement is 1 no Advanced Trauma Care ambulance & 1 normal ambulance.
- Confirmation from hospital and COC that the Doctor on duty has experience in Trauma / Emergency care.
- If there is no full-fledged medical centre at the site, the nearest hospital should be a maximum of 30 minutes drive away.

- Safety & Medical Questionnaire to be filled up & signed by both CMO / COC.

8. FIRST INTERVENTION VEHICLE DUTIES

- To reach the site of the accident in the least possible time
- Assess the accident and report back to race control
- Extrication or Fire-fighting if required.
- Assess injuries and provide preliminary first aid.
- Facilitate evacuation of the injured to the ambulance. (Only to be done if Doctor decides that it is safe to transport the injured in the FIV. If the Doctor decides otherwise the Ambulance should be moved to the accident site for evacuation of the injured to a hospital)
- If evacuation to a hospital is required then the Doctor on board the FIV should accompany the injured in the Ambulance.

9. CREW ON BOARD

- An experienced driver
- A Doctor skilled in resuscitation
- A helper to assist in Fire-fighting and or extrication.

10. MANDATORY EQUIPMENT ON BOARD

- A Radio transmitter/receiver
- Two 4 Kg fire extinguishers (dry chemical powder type)
- Tow chain/ Thick Nylon rope (20 feet)
- One Crowbar
- One large Hammer
- One Metal cutting shears
- One Cutting plier
- One Spanner for battery terminal
- Water
- Chisel

11. EXPERIENCE OF OFFICIALS

- Officials such as the Clerk of the Course, Chief Medical Officer, Chief Safety Officer, Competitor Relations Officer, Chief Marshall, Chief Starter, Chief Scrutineer, Assistant Scrutineers and Time Keeper must have sufficient experience and are to be approved by the FMSCI Secretariat.

12. PERMISSIONS FROM LOCAL AUTHORITIES

- Police permission is mandatory for public roads. Owner's permission is mandatory for private property. Intimation of event to Police is mandatory in all cases. The onus

lies with the organizers.

- Confirmation / consent letter from nearest hospital that they are aware of the event and willing to provide the medical services.
- Any other permission/s

13. INSURANCE

Minimum Third-Party Public Liability insurance for the days of the event Rs.50 lakhs

14. SPORTING GUIDELINES

- The races shall be run either on 402 meters (1/4 mile) or 201 meters (1/8 mile). FMSCI may reduce the permitted length subject to track inspection.
- Timing equipment shall consist of a Drag Racing “Christmas tree” setup with optical sensors to detect the time. Accuracy of timing better than 10 milliseconds (1 millisecond preferred). In the event of failure of the main system, alternate timing system as allowed by the Drag Racing Commission is allowed.
- The timing shall refer to both the elapsed time (ET) and the Reaction Time (RT). Reaction Time (RT) shall be considered in the event of a tie .
- For organizer classes, FMSCI shall not be in a position to entertain protests / appeals on technical grounds.

15. MANDATORY SCRUTINY REQUIREMENTS

- The organizers should make provision for weighing cars, should the need arise, either on site or at a nearby weighment bridge.
- There will be a Technical Delegate appointed by the FMSCI for all Drag Events.
- The organizer shall provide to the Chief scrutineer, an assistant scrutineer for every 35 cars. Eg For 65 four wheelers 2 assistant scrutineers should be provided.
- The organizer must have a PARC FERME, preferably with a barricading high enough to prevent unauthorized access and should be manned by a dedicated marshall and adequate security to house the competing vehicles. The rider /driver should park the vehicle and then move out of this area. THIS SHOULD BE A NO ACCESS AREA FOR ANY UNAUTHORISED PERSON AND NO WORK ON ANY VEHICLE IS PERMITTED IN THIS AREA UNLESS PERMITTED TO DO SO BY THE CHIEF SCRUTINEER.
- A Scrutineer card should be given to the competitor at the completion of documentation before they proceed to pre event scrutineer

16. PRACTICE RUNS

A) Practice runs are mandatory for all participants. If a participant has entered in more than 2 classes, then he/she will have to run a minimum of two practice sessions in the two fastest vehicles entered in.

B) If a competitor does not perform the practice runs as specified above, he/she should report

to the COC who shall exercise their discretion in this regard.

17. COMPETITIVE RUNS

- A) A COMPETITOR WHO MAKES A FALSE START DURING A COMPETITIVE RUN SHALL NOT BE ENTITLED FOR A RE-RUN AND WILL BE DISQUALIFIED FOR THAT RUN.
- B) ANY COMPETITOR WHO HITS THE CENTRE MARKER CONES OR THE SIDE TRACK MARKER CONES/ BARRICADING OR CROSSES THE CENTRE LINE DURING A COMPETITIVE RUN SHALL BE DISQUALIFIED FOR THAT RUN AND WILL NOT BE ENTITLED FOR A RE-RUN.

18. NUMBER OF RUNS PERMITTED PER DAY

- The Maximum number of runs per day will be 200 Runs which includes practice.
- An additional 125 runs per day may be granted by the Stewards if they are satisfied that the program can be completed in daylight/lighting conditions are conducive to Drag Racing..
- The practice run will also be counted as part of the Maximum number of runs per day. Thus, if the Maximum runs post the Stewards approval is 325 runs per day, the Organizers need to calculate their cut off for the entries after taking into account that each entrant will also be given a compulsory practice run. If the entries are more than the maximum runs permitted, then either the event has to run an extra day or the number of entries must be restricted to the maximum number of runs permitted.

19. CLASSIFICATION

The following groups and classes are approved by the FMSCI, can be technically scrutineered and protests on technical grounds can be investigated. Organizers are free to run any other class and can be run under Organizers class (maximum of 6 classes). These Organizer classes will not be technically scrutineered and protests will not be entertained. Organizers class can be run only in Open status events.

Merging of classes are not allowed even if there are less entries in the National Championship/Cups/Series/Open status event.

In a championship where points are awarded for each round, full points are awarded if there are six or more entries in the particular class and half points will be awarded if there are less than six entries in a class.

Open wheeled Indian formula cars built for circuit racing are permitted to run **WITHOUT** any modifications (i.e., as per homologation)

A) Street Stock Petrol 2WD

- i) Upto 1150cc
- ii) 1151 - 1450cc
- iii) 1451 - 1650cc

B) Street Stock Diesel 2WD

- i) 1151 - 1450cc
- ii) 1451 - 1650cc
- iii) 1651 – 2050cc

- iv) 1651 – 2050cc
- v) 2051 – 2550cc
- vi) 2551 – 3060cc
- vii) 3061 – 4000cc
- viii) 4001 – 5100cc
- ix) 5101cc and above

- iv) 2051 – 2550cc
- v) 2551 – 3060cc
- vi) 3061 – 4000cc
- vii) 4001 – 5100cc
- viii) 5101cc and above

C) Pro Stock Petrol

- i) Upto 1150cc
- ii) 1151 - 1450cc
- iii) 1451 - 1650cc
- iv) 1651 – 2050cc
- v) 2051 – 2550cc
- vi) 2551 – 3060cc

- vii) 3061 – 4000cc
- viii) 4001 – 5100cc
- ix) 5101cc and above

D) Pro Stock Diesel

- i) 1151 - 1450cc
- ii) 1451 - 1650cc
- iii) 1651 – 2050cc
- iv) 2051 – 2550cc
- v) 2551 – 3060cc
- vi) 3061 – 4000cc
- vii) 4001 – 5100cc
- viii) 4001 – 5100cc
- ix) 5101cc and above

E) Indian Open

- i) Upto 2750cc
- ii) Upto 4000cc
- iii) Unlimited cc

F) Unrestricted

- i) Unlimited cc

G) Elapsed time class

Cubic Capacity	Maximum Elapsed Time
Upto 2550cc	12.5 seconds
Upto 3200cc	12 seconds
Upto 4400cc	11 seconds
Upto 5100cc	10 seconds
Above 5101cc	9 seconds

The above is applicable for 1/4th mile Drag Racing.

20. MANDATORY EVENT GUIDELINES

The organizer shall have an entry list of all competitors which shall be provided to the stewards, the Scrutiny team, the paddock marshal and the start line team which includes those doing the timing, before the pre event scrutiny is done.

In addition to this the organizer will provide a schedule of events with tentative times and the event will run in that order. This schedule will also be provided to the officials mentioned above, also shared on the notice board for the competitors and also communicated to the competitor through an App/WhatsApp Group dedicated for the event. Competitor Information bulletins will also be shared in the same dedicated platforms. Changes if any, made to the schedules, should be informed to the stewards and a CIB should be issued latest by 18:00 hrs on the day-1. Two different classes cannot be run together Eg: A-i Upto 1150cc class and C-vii 4001-5100cc class should not compete together. A-i car should start with only another A-i class vehicle.

The organizer shall ensure that the event is run class wise and there should be no mixing of classes (i.e. cars of different classes running at the same time).

It is mandatory to have a paddock area (large enough to accommodate all the participants in a class manned by a paddock marshal). When the organizer announces a class, all the competitors participating in that class will need to report to the paddock marshal including those sharing a machine, within a time of 25 mins after which the paddock gates will be closed. When a competitor is racing in a category, if an announcement is made to report for another category in which he participates, a team member/crew can report to the paddock on his behalf. The paddock marshal shall permit only those competitors in that list and no last minute changes will be accepted.

Each competitor will be issued a start card pertaining only to the class being called. This start card is to be surrendered at the start line without which the start will not be given.

START CARDS FOR OTHER CLASSES A COMPETITOR HAS ENTERED, SHOULD NOT BE GIVEN UNTIL THE CLASS IS CALLED TO THE PADDOCK

The competitor along with one pit crew will be permitted to work on the vehicle in this area till the time the paddock gates are closed (25 mins) after which the crew should vacate the area. This will be observed by members of the scrutiny team who should be in this area.

Competitors not reporting in the stipulated time will be excluded. All competitors who have reported may then proceed to the start area for their runs.

The final run for a class including those who are sharing a machine will need to be completed at a stretch and once a class is completed, it will not be run again.

The organizer may have the vehicles of a particular class ready in the paddock while the final runs of the previous class are being run to avoid any start line delays.

In the event the track is dusty/dirty the organizer shall ensure a clean racing surface by having the track swept and cleaned by use of compressed air/ air blower. The Stewards may take a decision on how often this is required.

One member of the pit crew may be permitted to go along with the competitor to the start line to assist/clean tyres after a burnout, cool the vehicle (no repairs, work on vehicle is permitted). This crew member should vacate the area after the competitor is on his competitive run. Refusal by the crew member to vacate the area may entail disqualification of the competitor.

21. PRE- EVENT SCRUTINY

The pre event scrutiny team may prevent a vehicle from participating in a particular category if they notice any glaring error/non conformity and this should be reported immediately to the organizers for necessary correction.

The pre-event scrutiny for all vehicles including closed invitation classes/organizer classes shall be for ensuring safety of the vehicles. Vehicles which are considered unsafe by the scrutineer shall not be permitted to run. The scrutineer is empowered to prevent the running of any vehicle at any time if he observes any safety hazard even after the pre-event scrutiny.

Clearance of pre-event scrutiny shall not automatically mean that the vehicle is compliant with the Technical Regulations.

22. CHAMPIONSHIP POINTS (APPLICABLE FOR CHAMPIONSHIPS, SERIES AND CUPS)

A) FIRST PLACE - 25 POINTS	SIXTH PLACE - 8 POINTS
SECOND PLACE – 18 POINTS	SEVENTH PLACE – 6 POINTS
THIRD PLACE – 14 POINTS	EIGHTH PLACE – 4 POINTS
FOURTH PLACE – 12 POINTS	NINTH PLACE – 2 POINTS
FIFTH PLACE – 10 POINTS	TENTH PLACE – 1 POINT

B) Incase of Tie in the Championship points, the winner will be decided by applying the following guidelines.

- i) According to the greater number of first places, second places, third places and so on.
- ii) In the event of a further tie, competitor who is placed higher in the last round of the Championship will be declared as the Champion.

23. SPORTING

Any attempt to impersonate a competitor or unauthorized replacement of vehicle after pre-event scrutiny shall result in immediate disqualification of the concerned competitor for all his/her entries enrolled in the meet. He / She shall also be reported to the FMSCI for further disciplinary action.

Annexure 1

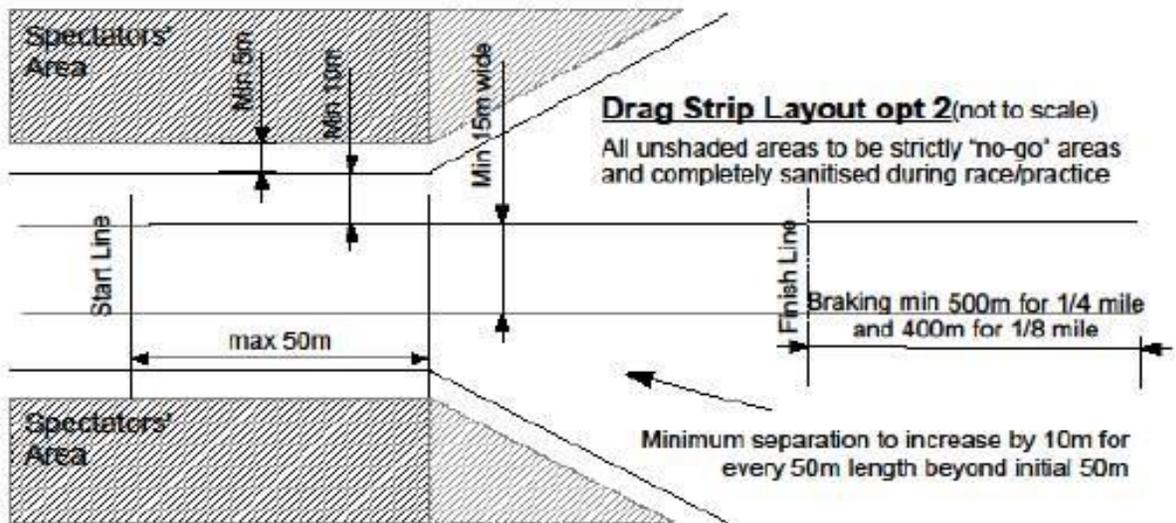
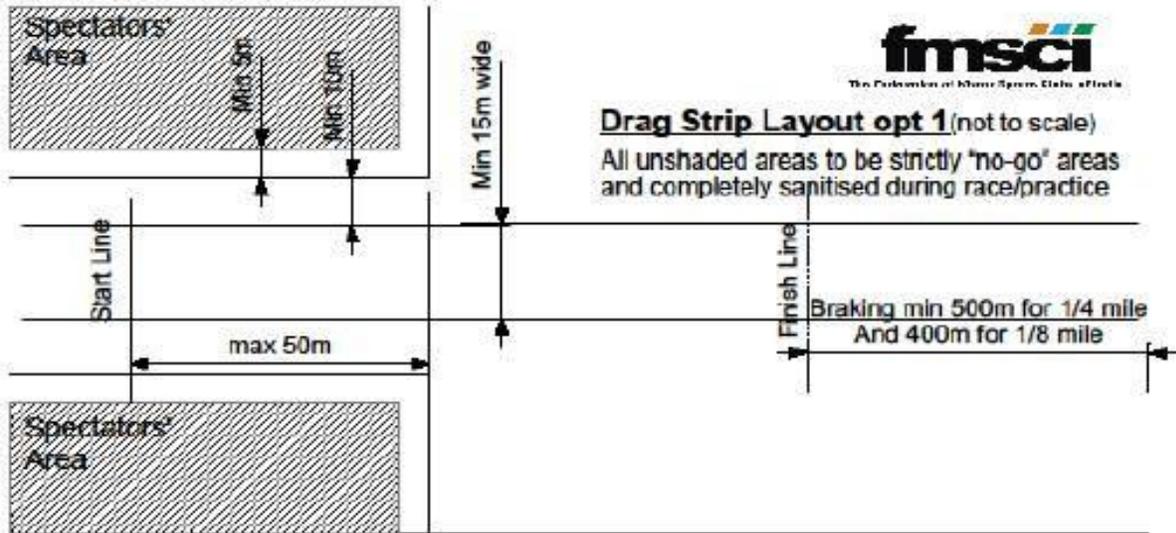
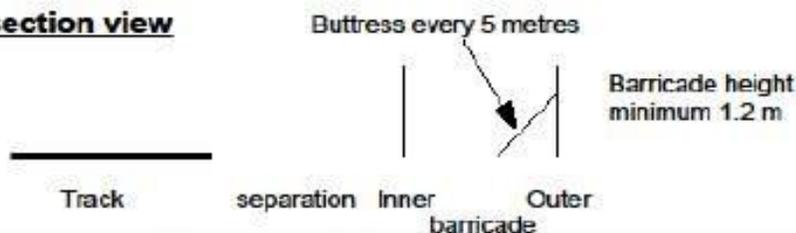


Illustration of separation: For a total spectator area length of 100m from starting line, the minimum separation between track edge and inner barricade will be 10 m + 10 m = 20m

Cross - section view



- Notes: (i) Double barricading recommended, not mandatory for spectator area beyond run off area;
 (ii) barricades not required in case of masonry wall.
 (iii) In case braking area ends in an unmovable object, an additional 200m braking length required for 1/4 mile and 100m for 1/8 mile.