The Federation of Motor Sports Clubs of India

2025

TECHNICAL REGULATIONS

4W DRAG RACING

Member of

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2025 Technical Regulations for 4-WHEELER DRAG RACING

Definition of free: Wherever the word “FREE” is used in these regulations, without any attached conditions, it is permitted to use any Indian or imported component which may be specially made, the specifications of which are unrestricted in any manner, subject only to conditions of general prescriptions.

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.

SPECIFIC TECHNICAL REGULATIONS FOR GROUP-A STREET STOCK PETROL & GROUP-B STREET STOCK DIESEL

ART.1 SPECIFIC TECHNICAL REGULATIONS FOR GROUP-A STREET STOCK PETROL & GROUP-B STREET STOCK DIESEL

Art.1.1 – Eligible Vehicles & Classes

Cars manufactured, assembled and commercially sold in India, including CBU and CKD model cars.
Turbo/Super charged petrol cars will have a multiplication factor of 1.7 (cubic capacity of the Turbo/Super charged petrol cars will be multiplied with the factor 1.7).
Turbo/Super charged diesel cars will not be subject to any multiplication factor.
Only 2W drive cars are allowed.

Classes:
Up to 1150cc
Above 1150cc up to 1450cc
Above 1450cc up to 1650cc
Above 1650cc up to 2050cc
Above 2050cc up to 2550cc
Above 2550cc up to 3060cc
Above 3060cc up to 4000cc
Above 4000cc up to 5100cc
5100cc and above

Also refer Art.19 of FMSCI Drag Racing General Prescriptions 2025

Art.1.2 – Minimum Weight
Not Applicable

Art.1.3 – Engine
Engine as supplied by Manufacturer

1.3.1-Engine & Gearbox Mounting
As supplied by Manufacturer

1.3.2-Compression Ratio
As supplied by Manufacturer

1.3.3-Cylinder Block
As supplied by Manufacturer

1.3.4-Maximum Bore Allowed
Not Applicable

1.3.5-Piston
As supplied by Manufacturer

1.3.6-Connecting Rod
As supplied by Manufacturer

1.3.7-Crank Shaft
As supplied by Manufacturer

1.3.8-Flywheel
As supplied by Manufacturer

1.3.9-Cylinder Head
As supplied by Manufacturer

1.3.10-Fuel Injection System & Throttle body
As supplied by Manufacturer

1.3.11-Sensors
As supplied by Manufacturer

1.3.12-CAM Shaft
As supplied by Manufacturer

1.3.13-Intake & Exhaust Valves
As supplied by Manufacturer

1.3.14-Intake Manifold
Intake system should be as supplied by the manufacturer. Only aftermarket OE-replacement(direct fitment) filter element is permitted.

1.3.15-Exhaust System
Exhaust System Must remain as supplied by the manufacturer, only the last rear muffler box (to permit fitment of aftermarket boxes not exceeding 60 cms) is free.

1.3.16-Ignition System
Ignition system free

1.3.17-Cooling System
As supplied by Manufacturer

1.3.18-Lubrication System
As supplied by Manufacturer

1.3.19-Induction System
As supplied by Manufacturer

Art.1.4 – Fuel Circuit
Fuel free

1.4.1-Fuel Tank
As supplied by Manufacturer

1.4.2-Fuel Pump
As supplied by Manufacturer

Art.1.5 – ECU, Wiring Harness & Electrical Equipment

1.5.1-ECU & Wiring Harness
ECU & Wiring Harness as supplied by Manufacturer, flashing is allowed.

1.5.2-Battery
Location of battery must be original

Art.1.6 – Power Train

1.6.1-Driven Wheels
Only Two-wheel drive(2WD) cars are permitted

1.6.2-Clutch Assembly
As supplied by Manufacturer

1.6.3-Gearbox
As supplied by Manufacturer

1.6.4-Differential
As supplied by Manufacturer

1.6.5-Transmission Shafts
As supplied by Manufacturer

Art.1.7 – Axles & Suspension

1.7.1-Suspension System
As supplied by Manufacturer

1.7.2-Axle Assembly
As supplied by Manufacturer

1.7.3-Stabilisers
As supplied by Manufacturer

Art.1.8 – Running Gear

1.8.1-Wheels(Rims & Tyres)
Alloy wheels are permitted.
Street legal tyres are only permitted(slick or semi slick tyres not permitted).
Tyre size free provided they are within the framework of the OE body when viewed from the top.
Rim diameter must be as supplied by manufacturer, width of the rim can be increased by 1 inch from the original size provided they are within the framework of the OE body when viewed from the top. (ex: If the original size is 6inch can go up to 7inch width)

1.8.2-Wheel Assembly(Hub & Knuckle)
As supplied by Manufacturer

1.8.3-Brake System
As supplied by Manufacturer
Brake pads and brake linings free

1.8.4-Steering System
As supplied by Manufacturer
Steering wheel free

Art.1.9 – Body Work

1.9.1-Interior
Only seats, floormats, spare wheel and tool kit /jack may be removed**.**

1.9.2-Exterior
Body kits like front & rear bumper kits, side skirts, rear spoiler, lip spoiler & rear wings are permitted, provided they are fitted on the OE part without the OE part being cut/altered.

Art.1.10 – Safety Requirements

1.10.1-Driver Safety Equipment
Driver Safety Equipment must be as defined under General Safety Regulations ART.6

1.10.2-Roll cage
Roll cage must be as defined under General Safety Regulations ART.6

1.10.3-Seat & Seat Belt(Safety Harness)
Seat & Safety Harness must be as defined under General Safety Regulations ART.6

1.10.5-Protective Padding
Protective Padding must be as defined under General Safety Regulations ART.6

Art.1.12 – Fuel
Fuel free

Art.1.13 – EV & Hybrid System
Not Permitted

SPECIFIC TECHNICAL REGULATIONS FOR GROUP-C PRO-STOCK PETROL(2WD) & GROUP-D PRO-STOCK DIESEL(2WD) GROUP-C1 PRO-STOCK PETROL(AWD) & GROUP-D1 PRO-STOCK DIESEL(AWD)

ART.2 SPECIFIC TECHNICAL REGULATIONS FOR GROUP-C PRO-STOCK PETROL(2WD) & GROUP-D PRO-STOCK DIESEL(2WD) GROUP-C1 PRO-STOCK PETROL(AWD) & GROUP-D1 PRO-STOCK DIESEL(AWD)

Art.2.1 – Eligible Vehicles & Classes

Cars manufactured, assembled and commercially sold in India, including CBU and CKD model cars. The shell should be a production shell from a car sold commercially in India including CBU and CKD model cars. The chassis or unitary construction must remain as supplied by the manufacturer.
Turbo/Super charged petrol cars will have a multiplication factor of 1.7 (cubic capacity of the Turbo/Super charged petrol cars will be multiplied with the factor 1.7).
Turbo/Super charged diesel cars will not be subject to any multiplication factor.

Both 2WD and AWD cars are allowed, but must run as separate classes.

Classes:
Up to 1150cc
Above 1150cc up to 1450cc
Above 1450cc up to 1650cc
Above 1650cc up to 2050cc
Above 2050cc up to 2550cc
Above 2550cc up to 3060cc
Above 3060cc up to 4000cc
Above 4000cc up to 5100cc
5100cc and above

Also refer Art.19 of FMSCI Drag Racing General Prescriptions 2025

Art.2.2 – Minimum Weight
Not Applicable

Art.2.3 – Engine
The engine block, head and gearbox casing should be of production type. All internals are free.

2.3.1-Engine & Gearbox Mounting
Engine & Gearbox mounts free
Number of mounts as supplied by manufacturer
Engine mount fixing on the chassis can’t be altered.

2.3.2-Compression Ratio
Compression ratio free

2.3.3-Cylinder Block
Cylinder Block must be of production type, all internals are free.
Machining of cylinder block by removing of material is allowed.

2.3.4-Maximum Bore Allowed
Reboring is allowed

2.3.5-Piston
Piston assembly free

2.3.6-Connecting Rod
Connecting rod free

2.3.7-Crank Shaft
Crank shaft free

2.3.8-Flywheel
Flywheel free

2.3.9-Cylinder Head
Cylinder Head must be of production type, all internals are free.
Machining of cylinder head by removing of material is allowed.

2.3.10-Fuel Injection System & Throttle body
Injectors free
Number of injectors as supplied by Manufacturer
Location of injectors free.

Throttle body free
Number of throttle body as supplied by manufacturer
Location of throttle body free
Air intake plumbing is free; however, it must be routed inside the engine compartment.

2.3.11-Sensors
Sensors free
Addition of sensors allowed

2.3.12-CAM Shaft
CAM shaft free

2.3.13-Intake & Exhaust Valves
Intake and Exhaust valve train free

2.3.14-Intake Manifold
Intake manifold system free

2.3.15-Exhaust System
Exhaust system free
Fitment does not entail the modification of other components except floor pan & running board (side sill).
The exit of the exhaust pipe should be behind the front wheel and ahead of the rear wheel on either side at the running board level.
Front Fender (only behind front wheel) at the running board level can be modified for exit of the exhaust pipe.
It is permitted to exit at the rear of the car below the bumper horizontal centre line.

2.3.16-Ignition System
Ignition system free

2.3.17-Cooling System
Cooling system free
Relocation of Radiator allowed inside the engine compartment and inside the confines of the front bumper.

2.3.18-Lubrication System
Lubrication system free

2.3.19-Induction System
Turbo free
Converting a Naturally Aspirated car to a forced induction car (Turbo charged, Supercharged) is an allowed modification.
Turbo charging / Super charging / Nitrous oxide or a combination of any are allowed, with a multiplication factor as mentioned in Art.2.1 which is applicable for OEM forced induction cars also.
Inter Cooler free
Number of inter cooler free
Relocation of Inter cooler is allowed inside the engine compartment and inside the confines of the front bumper.

Art.2.4 – Fuel Circuit
Fuel free

2.4.1-Fuel Tank
As supplied by Manufacturer
Location of fuel tank as supplied by Manufacturer

2.4.2-Fuel Pump
Fuel pump free
Number of fuel pump/s as supplied by manufacturer

Art.2.5 – ECU, Wiring Harness & Electrical Equipment
Electronics and Instrumentation are free

2.5.1-ECU & Wiring Harness
ECU is free
Wiring harness free

2.5.2-Battery
Relocation of battery inside the engine compartment is allowed.

Art.2.6 – Power Train

2.6.1-Driven Wheels
It is not permitted to convert two-wheel drive(2WD) car to all wheel drive(AWD) car

2.6.2-Clutch Assembly
Clutch Assembly free

2.6.3-Gearbox
Gearbox casing must be of production type, all internals are free.
Machining of Gearbox casing by removing of material is allowed.

2.6.4-Differential
Differential unit free

2.6.5-Transmission Shafts
Transmission shafts free

Art.2.7 – Axles & Suspension
2.7.1-Suspension System
Shock absorbers / Dampers / Struts are free
Mounting points must be as supplied by Manufacturer

2.7.2-Axle Assembly
Axle assembly can be modified by removing or adding of materials.

2.7.3-Stabilisers
Stabiliser bar free, addition of stabiliser is also allowed.

Art.2.8 – Running Gear
2.8.1-Wheels(Rims & Tyres)
Tyres free
Alloy wheels are permitted.
Rim diameter must be as supplied by manufacturer, width of the rim can be increased by 1 inch from the original size provided they are within the framework of the OE body when viewed from the top. (ex: If the original size is 6inch can go up to 7inch width)

2.8.2-Wheel Assembly(Hub & Knuckle)
As supplied by Manufacturer

2.8.3-Brake System
Brake system free

2.8.4-Steering System
As supplied by Manufacturer
Steering wheel free

Art.2.9 – Body Work

2.9.1-Interior
Seats, floormats, spare wheel, Dash board, AC system, Music system, Door pads, winder mechanism, locking system and tool kit /jack may be removed**.**

2.9.2-Exterior
The front bonnet, front & rear bumpers and front fenders may be replaced with fiberglass, steel, aluminium or carbon fiber with modifications like wheel flares, ducts or vents for intake or exhaust.

The rear doors, front passenger door, and the rear boot lid/hatch may be replaced with a copy of the OE part made of fiberglass/composite/steel/ aluminium, or a combination and may be securely

fastened and/or bonded to the body, however the front passenger door should be open-able from inside and outside. Ducts are permitted on the rear door for entry/exit of air so long as the identity of the original shape is not compromised. **Driver door should remain as original, however the door pad may be removed**. Rear windscreen and door glasses(except driver door) may be replaced with clear Perspex/Lexan.

Headlights may be removed. However, the opening must be covered with fiberglass/metal unless the opening is used as an air intake duct.

All fiberglass should be a minimum thickness of 2 mm.

Art.2.10 – Safety Requirements

2.10.1-Driver Safety Equipment
Driver Safety Equipment must be as defined under General Safety Regulations ART.6

2.10.2-Roll cage
Roll cage must be as defined under General Safety Regulations ART.6

2.10.3-Seat & Seat Belt(Safety Harness)
Seat & Safety Harness must be as defined under General Safety Regulations ART.6

2.10.5-Protective Padding
Protective Padding must be as defined under General Safety Regulations ART.6

Art.2.12 – Fuel
Fuel free

Art. 2.13 – EV & Hybrid System
Not permitted

SPECIFIC TECHNICAL REGULATIONS FOR GROUP-E INDIAN OPEN

ART.3 SPECIFIC TECHNICAL REGULATIONS GROUP-E INDIAN OPEN

Art.3.1 – Eligible Vehicles & Classes

This class is open to all cars sold commercially in India / Custom cars built in India. **Internal combustion only**

Turbo/Super charged petrol cars will have a multiplication factor of 1.7 (cubic capacity of the Turbo/Super charged petrol cars will be multiplied with the factor 1.7).
Turbo/Super charged diesel cars will have a multiplication factor of 1.5 (cubic capacity of the Turbo/Super charged diesel cars will be multiplied with the factor 1.5).

Classes:
Up to 2750cc
Up to 4000cc
Unlimited cc

Also refer Art.19 of FMSCI Drag Racing General Prescriptions 2025

Art.3.2 – Minimum Weight
Minimum weight for cars is 600kg with all fluids and fuel.

Art.3.3 – Engine
Engine must be from any vehicle commercially sold in India (Car / Bus / Truck / Motorcycle)
Internals are free.
Number of Engine must be one
Location of Engine free, relocation of engine is allowed by respecting Art.3.9

3.3.1-Engine & Gearbox Mounting
Engine & Gearbox mounts free
Number of mounts free
Engine mount fixing on the chassis can be altered.

3.3.2-Compression Ratio
Compression ratio free

3.3.3-Cylinder Block
Cylinder Block free

3.3.4-Maximum Bore Allowed
Reboring is allowed

3.3.5-Piston
Piston assembly free

3.3.6-Connecting Rod
Connecting rod free

3.3.7-Crank Shaft
Crank shaft free

3.3.8-Flywheel
Flywheel free

3.3.9-Cylinder Head
Cylinder Head free

3.3.10-Fuel Injection System & Throttle body
Fuel Injection System free
Injectors free
Number of injectors free.
Location of injectors free.

Throttle body free
Number of throttle body free
Location of throttle body free
Air intake plumbing and its routing are free

3.3.11-Sensors
Sensors free
Addition of sensors allowed

3.3.12-CAM Shaft
CAM shaft free

3.3.13-Intake & Exhaust Valves
Intake and Exhaust valve train free

3.3.14-Intake Manifold
Intake manifold system free

3.3.15-Exhaust System
Exhaust system free
Fitment does not entail the modification of other components except floor pan & running board (side sill).
The exit of the exhaust pipe should be behind the front wheel and ahead of the rear wheel on either side at the running board level.
Front Fender (only behind front wheel) at the running board level can be modified for exit of the exhaust pipe.
It is permitted to exit at the rear of the car below the bumper horizontal centre line.

3.3.16-Ignition System
Ignition system free

3.3.17-Cooling System
Cooling system free
Relocation of Radiator allowed inside the engine compartment and inside the confines of the front bumper.

3.3.18-Lubrication System
Lubrication system free

3.3.19-Induction System
Turbo free
Converting a Naturally Aspirated car to a forced induction car (Turbo charged, Supercharged) is an allowed modification.
Turbo charging / Super charging / Nitrous oxide or a combination of any are allowed, with a multiplication factor as mentioned in Art.3.1 which is applicable for OEM forced induction cars also.
Inter Cooler free
Number of inter cooler free
Relocation of Inter cooler is allowed inside the engine compartment and inside the confines of the front bumper.

Art.3.4 – Fuel Circuit
Fuel free

3.4.1-Fuel Tank
Fuel tank and fuel lines not permitted inside the Cockpit
If the fuel tank is relocated to the spare wheel well or luggage compartment, a firewall is mandatory to separate the cockpit/driver from the luggage compartment.
In the case of hatchback vehicles, if the fuel tank is located in the spare wheel well, a firewall separating the driver is mandatory.
Decision of the Technical Delegate is final on the relocation & construction of the firewall.

3.4.2-Fuel Pump
Fuel pump free
Number of fuel pumps free

Art.3.5 – ECU, Wiring Harness & Electrical Equipment
Electronics & Instrumentation are free

3.5.1-ECU & Wiring Harness
ECU is Free
Wiring harness free

3.5.2-Battery
Relocation of battery is allowed; the battery must be of the dry type if it is not in the engine compartment.

Art.3.6 – Power Train

3.6.1-Driven Wheels
Both 2WD and AWD cars are permitted
Its permitted to convert two-wheel drive(2WD) car to all wheel drive(AWD) car

3.6.2-Clutch Assembly
Clutch assembly free

3.6.3-Gearbox
Gearbox Free
Number of Gearbox must be one.
Location of Gear box free, relocation of gearbox is allowed by respecting Art.3.9

3.6.4-Differential
Differential free

3.6.5-Transmission Shafts
Transmission shafts free

Art.3.7 – Axles & Suspension

3.7.1-Suspension System
Suspension system free
Mounting points free

3.7.2-Axle Assembly
Axle assembly free

3.7.3-Stabilisers
Stabiliser bar free, addition of stabiliser is also allowed.

Art.3.8 – Running Gear

3.8.1-Wheels(Rims & Tyres)
Tyres free
Wheel rims free

3.8.2-Wheel Assembly(Hub & Knuckle)
Wheel assembly free

3.8.3-Brake System
Brake system free

3.8.4-Steering System
Steering system free

Art.3.9 – Body Work
Body work is compulsory, but shape and contours are Free

Custom built space frame chassis are permitted provided all safety norms are met. Firewall is mandatory, Body work is compulsory, but shape and contours are Free.

Where a production body shell is modified for fitment of the engine in the rear, the shell must be integrated with the roll cage and all safety precautions should be taken. In such cases a firewall separating the driver from the engine compartment is mandatory.

Fuel tank and fuel lines **not** permitted in the driver compartment. In case of hatch back vehicles if the fuel tank is in the spare tyre wheel well, a firewall separating the driver is mandatory.

All fiberglass should be a minimum thickness of 2 mm.

Art.3.10 – Safety Requirements

3.10.1-Driver Safety Equipment
Driver Safety Equipment must be as defined under General Safety Regulations ART.6

3.10.2-Roll cage
Roll cage must be as defined under General Safety Regulations ART.6

3.10.3-Seat & Seat Belt(Safety Harness)
Seat & Safety Harness must be as defined under General Safety Regulations ART.6

3.10.5-Protective Padding
Protective Padding must be as defined under General Safety Regulations ART.6

Art.3.12 – Fuel
Fuel free

Art.3.13 – EV & Hybrid System
Not Permitted

SPECIFIC TECHNICAL REGULATIONS FOR GROUP-F UNRESTRICTED

ART.4 SPECIFIC TECHNICAL REGULATIONS FOR GROUP-F UNRESTRICTED

Art.4.1 – Eligible Vehicles & Classes

This class is open to all cars

Unlimited 'CC'

Also refer Art.19 of FMSCI Drag Racing General Prescriptions 2025

Art.4.2 – Minimum Weight

Minimum weight for cars is 700kg with all fluids and fuel.

Art.4.3 – Engine

Engine free.
Number of Engine must be one
Location of Engine free, relocation of engine is allowed by respecting Art.4.9

4.3.1-Engine & Gearbox Mounting

Engine & Gearbox mounts free
Number of mounts free
Engine mount fixing on the chassis can be altered.

4.3.2-Compression Ratio

Compression ratio free

4.3.3-Cylinder Block

Cylinder Block free

4.3.4-Maximum Bore Allowed

Reboring is allowed

4.3.5-Piston

Piston assembly free

4.3.6-Connecting Rod

Connecting rod free

4.3.7-Crank Shaft

Crank shaft free

4.3.8-Flywheel

Flywheel free

4.3.9-Cylinder Head

Cylinder Head free

4.3.10-Fuel Injection System & Throttle body
Fuel Injection System free
Injectors free
Number of injectors free.
Location of injectors free.

Throttle body free
Number of throttle body free
Location of throttle body free
Air intake plumbing and its routing are free

4.3.11-Sensors
Sensors free
Addition of sensors allowed

4.3.12-CAM Shaft
CAM shaft free

4.3.13-Intake & Exhaust Valves
Intake and Exhaust valve train free

4.3.14-Intake Manifold
Intake manifold system free

4.3.15-Exhaust System
Exhaust system free
Fitment does not entail the modification of other components except floor pan & running board (side sill).
The exit of the exhaust pipe should be behind the front wheel and ahead of the rear wheel on either side at the running board level.
Front Fender (only behind front wheel) at the running board level can be modified for exit of the exhaust pipe.
It is permitted to exit at the rear of the car below the bumper horizontal centre line.

4.3.16-Ignition System
Ignition system free

4.3.17-Cooling System
Cooling system free
Relocation of Radiator allowed inside the engine compartment and inside the confines of the front bumper.

4.3.18-Lubrication System
Lubrication system free

4.3.19-Induction System
Turbo free
Converting a Naturally Aspirated car to a forced induction car (Turbo charged, Supercharged) is an allowed modification.
Turbo charging / Super charging / Nitrous oxide or a combination of any are allowed.

Inter Cooler free
Number of inter cooler free
Relocation of Inter cooler is allowed inside the engine compartment and inside the confines of the front bumper.

Art.4.4 – Fuel Circuit
Fuel free

4.4.1-Fuel Tank
Fuel tank and fuel lines not permitted inside the Cockpit
If the fuel tank is relocated to the spare wheel well or luggage compartment, a firewall is mandatory to separate the cockpit/driver from the luggage compartment.
In the case of hatchback vehicles, if the fuel tank is located in the spare wheel well, a firewall separating the driver is mandatory.
Decision of the Technical Delegate is final on the relocation & construction of the firewall.

4.4.2-Fuel Pump
Fuel pump free
Number of fuel pumps free

Art.4.5 – ECU, Wiring Harness & Electrical Equipment
Electronics & Instrumentation are free

4.5.1-ECU & Wiring Harness
ECU is Free
Wiring harness free

4.5.2-Battery
Relocation of battery is allowed; the battery must be of the dry type if it is not in the engine compartment.

Art.4.6 – Power Train

4.6.1-Driven Wheels
Both 2WD and AWD cars are permitted
Its permitted to convert two-wheel drive(2WD) car to all wheel drive(AWD) car

4.6.2-Clutch Assembly
Clutch assembly free

4.6.3-Gearbox
Gearbox free
Number of Gearbox must be one
Location of Engine free, relocation of gearbox is allowed by respecting Art.4.9

4.6.4-Differential
Differential free

4.6.5-Transmission Shafts
Transmission shafts free

Art.4.7 – Axles & Suspension

4.7.1-Suspension System
Suspension system free
Mounting points free

4.7.2-Axle Assembly
Axle assembly free

4.7.3-Stabilisers
Stabiliser bar free, addition of stabiliser is also allowed.

Art.4.8 – Running Gear

4.8.1-Wheels(Rims & Tyres)
Tyres free
Wheel rims free

4.8.2-Wheel Assembly(Hub & Knuckle)
Wheel Assembly free

4.8.3-Brake System
Brake system free

4.8.4-Steering System
Steering system free

Art.4.9 – Body Work
Body work is compulsory, but shape and contours are Free

Custom built space frame chassis are permitted provided all safety norms are met.
Firewall is mandatory, Body work is compulsory, but shape and contours are Free.

Where a production body shell is modified for fitment of the engine in the rear, the shell must be integrated with the roll cage and all safety precautions should be taken. In such cases a firewall separating the driver from the engine compartment is mandatory.

Fuel tank and fuel lines **not** permitted in the driver compartment. In case of hatch back vehicles if the fuel tank is in the spare tyre wheel well, a firewall separating the driver is mandatory.

All fiberglass should be a minimum thickness of 2 mm.

Art.4.10 – Safety Requirements

4.10.1-Driver Safety Equipment
Driver Safety Equipment must be as defined under General Safety Regulations ART.6

4.10.2-Roll cage
Roll cage must be as defined under General Safety Regulations ART.6

4.10.3-Seat & Seat Belt(Safety Harness)
Seat & Safety Harness must be as defined under General Safety Regulations ART.6

4.10.5-Protective Padding
Protective Padding must be as defined under General Safety Regulations ART.6

Art.4.12 – Fuel
Fuel free

Art.4.13 – EV & Hybrid System
Not Permitted

ART.5 - SPECIFIC TECHNICAL REGULATIONS FOR GROUP-G ET PROFESSIONAL

ART.5 SPECIFIC TECHNICAL REGULATIONS FOR GROUP-G ET PROFESSIONAL

CBU / CKD & Imported Cars permitted

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

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

Also refer Art.19 of FMSCI Drag Racing General Prescriptions 2025

Turbo/Super charged petrol cars will have a multiplication factor of 1.7 (cubic capacity of the Turbo/Super charged petrol cars will be multiplied with the factor 1.7).
Turbo/Super charged diesel cars will have a multiplication factor of 1.5 (cubic capacity of the Turbo/Super charged diesel cars will be multiplied with the factor 1.5).

Follow Specific Technical Regulations of Group-F Unrestricted

GENERAL SAFETY REGULATIONS

ART.6 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 Safety Regulations

All the times mentioned in these regulations are Elapsed Time only, no reaction time will be considered.

6.1-COCKPIT

Cockpit must be totally sealed from engine, transmission and fuel tank. All holes in firewall must be sealed with aluminium or steel. Openings around all linkages, lines, wires, hoses, etc. must be minimized.

COCKPIT - Structural inner volume which accommodates the driver and the passenger.

6.2-FIREWALLS

Each car in competition must be equipped with a minimum .032-inch (.8 mm) aluminum 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 belly pan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All holes in firewall must be sealed with aluminum or steel. Use of magnesium prohibited.

6.3-SAFETY HARNESS & SEATS

Any cars with roll cage, its mandatory to use minimum 4-point Safety Harness as per the standards mentioned below along with Seat standards mentioned below. For all other cars, 3-point safety harness is mandatory, however a 4-point safety harness along with seat standards mentioned below are highly recommended.

Safety Harness Standards:	Seat Standards:
FIA 8853/98 and 8854/98	FIA 8855-1999
FIA 8853-2016	FIA 8862-2009
	FIA 8855-2021

i) Seats:

Extension:

A validity extension of 10 years from the date of expiry for seats complying with the 8855/1999 FIA Standard and 8862/2009 FIA Standard for use in domestic non-international competitions.
The onus of the proof lies with competitor against the validity/homologation label on the seat.
Decision of the Chief Scrutineer in absence of the Technical Delegate is final on the condition of the seat.

ii) Seat Belts (Safety Harness)

The Validity of the Seat Belts must be that which is indicated on the product Homologation Label. The seat belt must have the certification label without which the seat belt will not be permitted for use. The Extension that is being granted for the seat belts over and above their validity period is defined as under:

Extension:

A validity extension of 5 years from the date of expiry for seat belts complying with the 8853/98 FIA standard and 8854/98 FIA standard for use in domestic non-international competitions.

➢The harness must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.
➢They must also be replaced if metal parts or buckles are bent, deformed or rusted.
➢Any harness which does not function perfectly must be replaced.
➢It is not allowed to mix parts of harnesses. Only complete sets, of proprietary manufacture, must be used.

As from 15th May 2025 for all Super Cars running 10.5 seconds and faster the Seat & Safety Harness(minimum 4-point) is mandatory as per the above-mentioned Standards.

6.4-HELMETS

- All cars running at 11.99 seconds and faster, drivers need to wear Helmets as per the below mentioned standards.
- All cars running at 12 seconds and slower, drivers need to wear Helmets with either DOT or ECE approvals. Polycarbonate Helmets are not permitted. Standards mentioned below are highly recommended.

Helmet Standards:

FIA 8858-2010
FIA 8860-2010
FIA 8859-2015
FIA 8860-2018
SA 2010
SAH 2010
SA 2015
SA 2020

Note:
Helmet standards and their validity:

Standard	Validity
SNELL SAH2010 & SA2010	Not valid after 31/12/2025
SNELL SA2015	Not valid after 31/12/2025
SNELL SA2020	Not valid after 31/12/2025
FIA 8858-2010	Not valid after 31/12/2025
FIA 8860-2010	Not valid after 31/12/2028

6.5-OVERALLS, GLOVES, SHOES, ETC.

- All cars running at 11.99 seconds and faster, drivers will need to wear overalls, shoes and gloves as per the standards mentioned below. The competitor failing to comply will be disqualified.
- All cars running at 12 seconds and slower, following needs to be adhered to: Full-length pants, short or long-sleeved shirt, shoes and socks. No shorts. No tank tops. No open-toe or open heel shoes or sandals. Synthetic clothing not recommended.

Overalls, Shoes & Gloves Standards:

FIA 8856-2000
FIA 8856-2018

6.6-BRAKE LIGHT

Every competing vehicle shall compulsorily be equipped with at least one functional and clearly visible brake light located at the rear of the vehicle and activated solely on the actuation of the brake pedal/lever and by no other means. Every competitor, on the crossing of the finish line, shall apply brakes to slow the vehicle down. Any competitor who does not do so, as evidenced by the lack of illumination of the brake light, will be reported to the stewards, which will entail disqualification.
The working of brake lights shall be checked at the Start Line and the start shall be refused if the brake lights are found to be non-functional.

6.7-PARACHUTES:

As defined in 2025 FIA Drag Racing: Specific Regulations for FIA Drag Racing Section-14 General Regulations - Article 4.8
If outlined in Class Requirements, mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Dual parachutes are mandatory for all cars running 320km/h or faster, or if required by Class Requirements. Scrutineers may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 25mm from the release handle. If automated push-button release system is used, driver must also be able to use handle to manually release the parachute(s). The release housing must be attached within 305mm of the parachute pack and in a manner that will allow the inner cable to release the parachute. Parachutes must have their own independent mounting with sleeved 10mm minimum steel bolts or steel pins required for all applications. Outer diameter of sleeve must be no less than 19mm. The use of ball-lock pins for parachute mounting prohibited. If Parachute(s) are mandatory, all safety pins must be removed and the system must be armed before entering the designated burn out area. On any car supercharged, turbocharged, or using Nitrous Oxide and running 7.50 seconds and faster, and using methanol or nitromethane as a fuel, it is mandatory that the parachute pack and unpacked shroud lines be protected with fire-resistant material from the mounting point to the pack.

6.8-ROLL CAGES:

Roll cage as per drawing 1 is recommended for all cars, however the regulations given below will apply. If a car clocks a timing and not adhering to the specification below will be disqualified.

Super Cars

Any production car (with original bodywork as supplied by the manufacturer) and where the top speed specified by the Manufacturer exceeds 300 kmph or any production car where the top speed is electronically limited to 250kmph or above shall be categorised as a Supercar.

- Super Cars running at 9.5 seconds and slower: Roll cage not mandatory (highly recommended).
- Super Cars running at 9.49 seconds to 8.50secs: Roll Cage as per Group-N (Super Stock Cars Racing) specification or Drawing-1 is mandatory.
- Super Cars running at 8.49 seconds and faster: Must be equipped with a safety parachute and roll cage as per Group-N (Super Stock Cars Racing) specification or Drawing-2 is mandatory.
- Super cars running at 8 seconds and faster: Must be equipped with a safety parachute and roll cage as per Group N(Super Stock Cars Racing) specification or Drawing-3 is mandatory.

- If any of the body panels/doors/hood and boot are replaced with composite panels or replaced with lighter materials (eg. Carbon fibre, fiberglass, aluminium etc) the car will be treated as a saloon car and rules defined below shall apply.

Saloon Cars

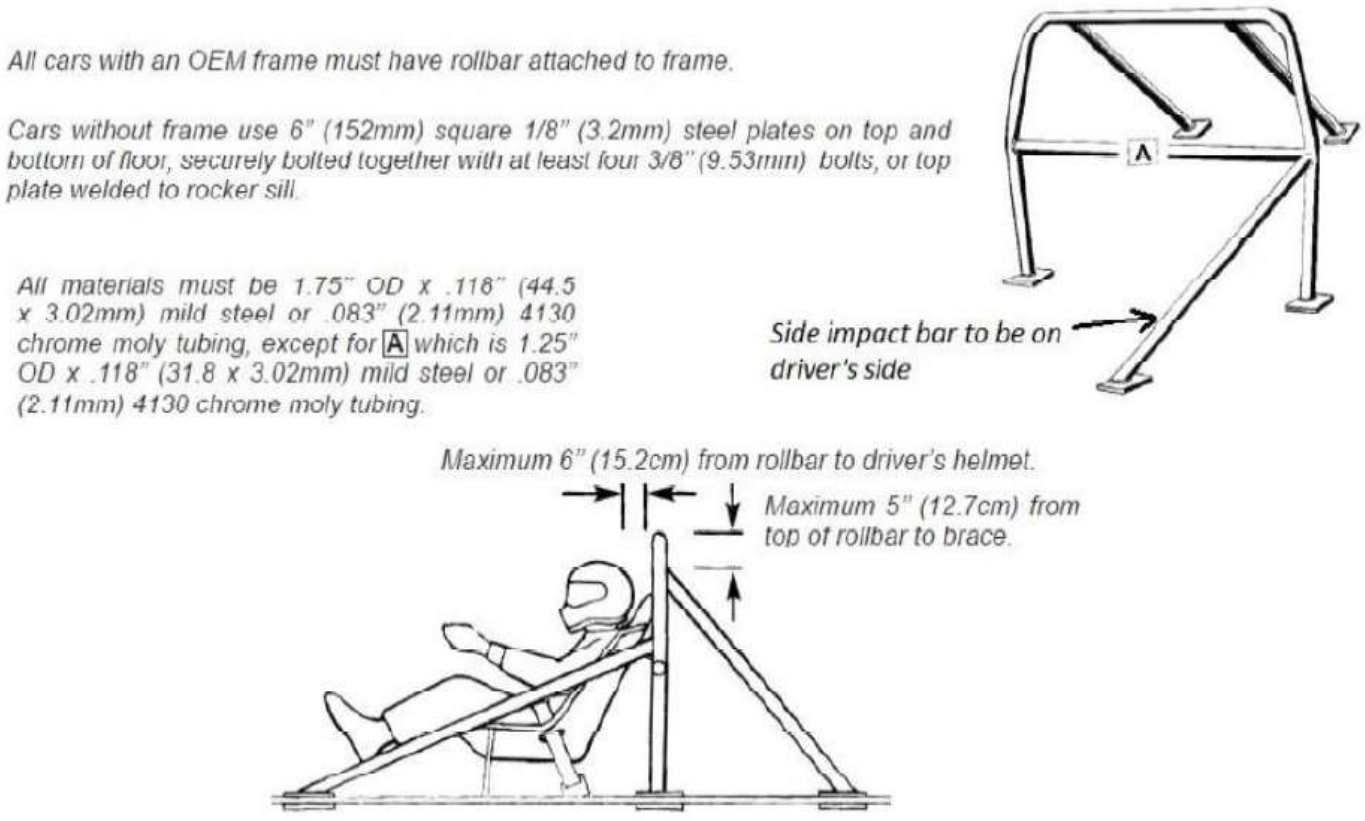
- Cars running at 12 seconds and slower: Roll cage not mandatory unless otherwise specified (highly recommended).
- Cars running at 11.99 seconds and faster: Roll Cage as per Group-N (Super Stock Cars Racing) specification or Drawing-1 is mandatory.
- Cars running at 10.5 seconds and faster: Roll Cage is mandatory as per Group-N (Super Stock Cars Racing) specification or Drawing-2 is mandatory.
- Cars running at 8 seconds and faster: Must be equipped with a safety parachute and roll cage as per Group N(Super Stock Cars Racing) specification or Drawing-3 is mandatory.
-

Custom open wheel racing cars /specials and convertibles

- Cars running at 11.01 seconds and slower: Roll Cage as per Group-N (Super Stock Cars Racing) specification or Drawing-1 is mandatory.
- Cars running at 11 seconds and faster: Roll Cage as per Group-N (Super Stock Cars Racing) specification or Drawing-2 is mandatory
- All single seater open wheel cars: Roll cage as per Drawing-4 is mandatory
- Cars running at 8 seconds and faster: Must be equipped with a safety parachute and roll cage as per Group N(Super Stock Cars Racing) specification or Drawing-3 is mandatory.

Roll cage specifications:

Drawing-1



Roll cage specifications:

Drawing-2

Basic Structure

The basic structure must be made according to one of the following designs:

1 main rollbar + 1 front rollbar + 2 longitudinal members + 2 backstays + 6 mounting feet; Drawing 2-A

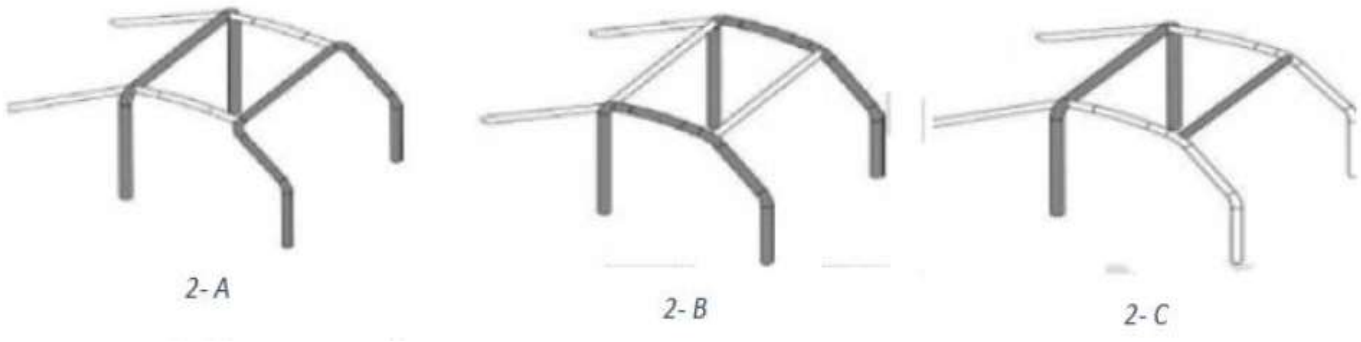
Or

2 lateral rollbars + 2 transverse members + 2 backstays + 6 mounting feet; Drawing 2-B

Or

1 main rollbar + 2lateral half roll bars + 1 transverse member + 2 back stays +six mounting feet; Drawing 2-C

Cold drawn seamless unalloyed carbon steel tube (Containing a maximum of 0.3% of carbon) with a minimum tensile strength of 350 N/mm
The minimum dimensions being 45mm X 2.5mm or 50mm X 2mm.



2-A 2-B 2-C

Roll cage specifications:

Drawing-3

Basic Structure

The basic structure must be made according to one of the following designs:

1 main rollbar + 1 front rollbar + 2 longitudinal members + 2 backstays + 6 mounting feet = Drawing 2-A

Or

2 lateral rollbars + 2 transverse members + 2 backstays + 6 mounting feet = Drawing 2-B

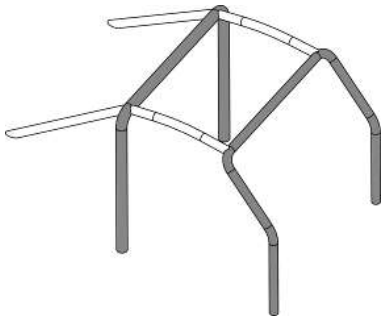
Or

1 main rollbar + 2lateral half roll bars + 1 transverse member + 2 back stays +six mounting feet = Drawing 2-C

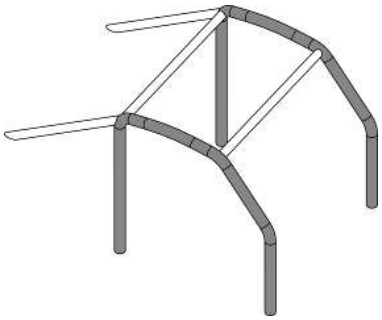
Cold drawn seamless unalloyed carbon steel tube (Containing a maximum of 0.3% of carbon) with a minimum tensile strength of 350 N/mm
The minimum dimensions being 45mm X 2.5mm or 50mm X 2mm.

Note:

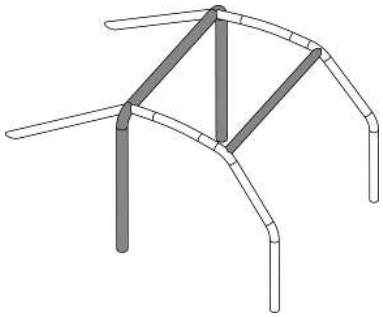
In addition to the Basic Structure, the following additional structural requirements are mandatory: side impact bars as per Drawing 2-E or 2-G, structural reinforcements as per Drawing 2-D, and roof reinforcement as per Drawing 2-F. A single cross member is permitted in Drawing 2-F, provided it is connected from the front corner on the driver's side.



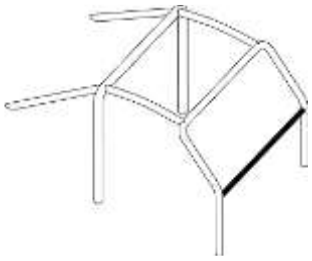
2-A



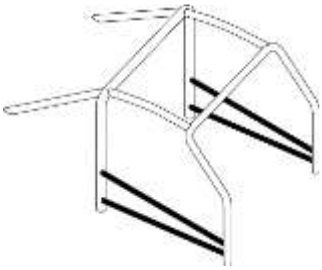
2-B



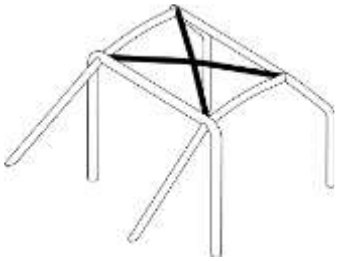
2-C



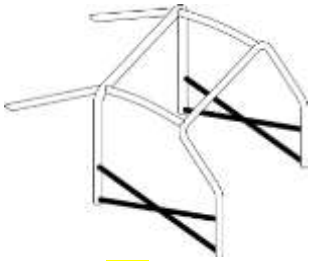
2-D



2-E



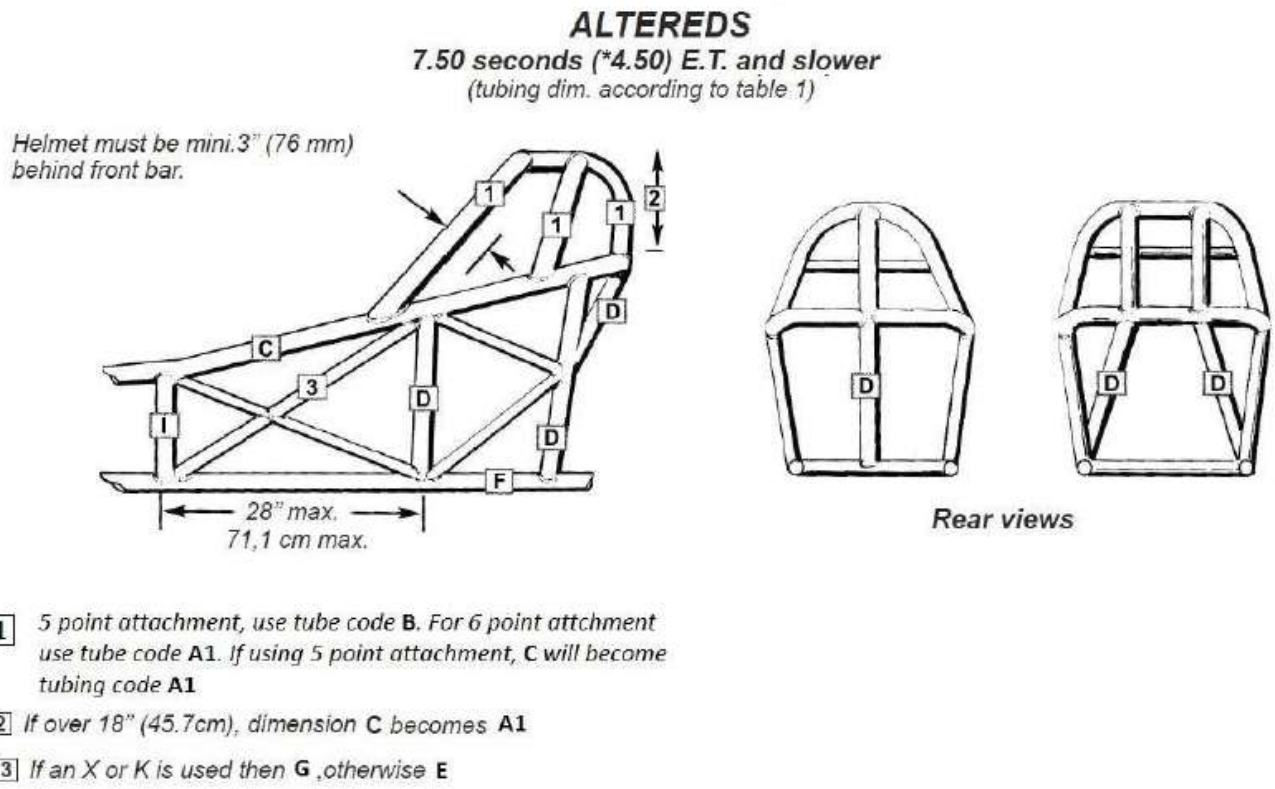
2-F



2-G

Roll cage specifications:

Drawing-4



1 *5 point attachment, use tube code* **B**. *For 6 point attchment 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**

Roll cage specifications:

TUBING DIMENSIONS

TABLE 1 - TUBING CODE / TABLEAU 1 - CODE DES TUBES			
	Outside diameter Diamètre extérieur	Wall thick. (Chrome Moly) Epaisseur (Chrome Molybdène)	Wall thick. (Mild Steel) Epaisseur (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)

6.9 Protective Padding

Where the occupant's bodies could come into contact with the safety cage, flame retardant padding as per FMSCI 2025 Safety Requirements for 4Wheeler must be provided for protection.
All tubes of the cage identified on Drawing 253-68 and all roof reinforcements must be fitted with paddings in compliance with FIA standard 8857-2001 type A (see Technical List n°23).
Each padding must be fixed in such a way that it is not moveable from the tube.
For competitions without co-driver, paddings are compulsory on driver's side only.

253-68

****END****