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A number of clarification requests and suggestions have been received from competitors, tuners and organisers on some aspects of the Drag Racing GP.

The following clarifications are provided in response:

1. Is relocation of engine permitted in the Indian Open category ?

Relocation of engine is permitted in the Indian Open.

2. How can engine relocation be carried out if suspension mounting points cannot be altered ?

It is clarified that there was an anomaly in the GP. Modification of suspension mounting points is allowed in the Indian Open category. In order to create a level playing field, suspension mounting point change is permitted for all Indian Open cars. However, the following have to be kept in mind:

The basic structure of the car should not be modified (i.e. A monocoque should remain a monocoque and so on)

The scrutineer / technical delegate should be satisfied with the structural integrity of the vehicle as well as its directional stability and braking capability. Cars failing to do so will not be allowed to participate.

When one or both tyres on either side of the car are deflated fully, no part of the body work should touch the road surface.

3. Can engines from vehicles other than series production cars be used in the Indian Open category ?

Only engines from series production Indian cars can be used in Indian Open category.

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4. When it is allowed to use gearboxes from other Indian series production cars, it may not be possible to retain the original gearshift pattern. This is an anomaly that needs to be corrected.

This suggestion is accepted. When a gearbox is replaced from a donor car (which has to be a series produced Indian car), the gear shift pattern should be retained as the gearshift pattern of the donor car from which the gearbox was taken.

5. Can the cars prepared for the circuit racing categories (TC1 – TC5) participate in the Indian Open category ?

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.

6. Is it permitted to run Open wheeled Indian Formula cars built for circuit racing in Drag Races ?

They are permitted to run WITHOUT any modifications (i.e. In identical homologated form) for the year 2017. From 2017 onwards, any open wheeled Drag Car must conform to the specifications in the Drag Racing GP.

Subsequent to the above clarifications, the Indian Open regulations will now read as:

Indian Open

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~~

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~~design~~ (e.g. Monocoque should remain a Monocoque and a McPherson Strut should remain a McPherson strut).

3. 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 has to be the same as the original or as the donor car, in case the gearbox is from another series production Indian car.
4. Turbo charging and Super Charging is allowed but not in combination. Nitrous is allowed only for naturally aspirated engines.
5. Engine relocation permitted, provided the Technical Delegate / Scrutineer are satisfied with the safety of the vehicle particularly with regard to directional stability. Roll Cage to be the same as Group N Rally car. Firewall and Driver compartment as defined earlier in the General Prescriptions (pages 4 - 5). The engine should be from an Indian series production car.
6. The scrutineer / technical delegate should be satisfied with the structural integrity of the vehicle as well as its directional stability and braking capability. If these are not to the satisfaction of the scrutineer / Technical Delegate, the car will not be allowed to participate.
When one or both tyres on either side of the car are deflated fully, no part of the body work should touch the road surface.
7. Any cars with modifications beyond what is allowed above can only take part in the Unrestricted category.

** END **



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