



The Federation of Motor Sports Clubs of India

National Sports Federation recognized by the Government of India

2022 Technical Regulations for Autocross & Auto Gymkhana

Member of



Federation Internationale de l' Automobile

Common Technical Regulations for all Classes

Chapter: 1 – Common Technical Regulations applicable for all the classes

Art.1.1-Eligible Cars

All cars, MUV's, SUV's produced in series and regularly on sale through a recognized commercial network in India are eligible. It's up to the entrant or the Competitor to supply the elements necessary for proving the eligibility of a model".

Art.1.4-Turbo / Super Charging

Applicable as per the Specific Regulations wherever permitted.

Art.1.5-Fuel

Free, should be sourced from a legal government authorized distribution outlet. Fuel additives are permitted.

Art.1.6-Modifications Allowed and/or Obligatory

All modifications which are not explicitly allowed by the present regulations are forbidden. An authorized modification may not in the process entail a non-authorized modification.

Art.1.7-Multiplication factor for Forced Induction Vehicles

In these regulations where ever OE / Aftermarket Turbo fitted cars are allowed the following multiplication factor must be followed

Multiplication factor of 1.5 for Diesel engines

Multiplication factor of 1.7 for Petrol engines

Art.1.8-Auto Gymkhana

All the specifications stated in these regulations are applicable with the exception that the seats and seat belts may remain OE and a roll cage is not mandatory for any classes.

Specific Technical Regulation for Group-A Stock INAC-4

Chapter: 2 – Specific Technical Regulations for Group-A Stock INAC-4

VEHICLES AS SUPPLIED BY THE MANUFACTURER ARE ALLOWED

MODIFICATIONS NOT MENTIONED BELOW ARE STRICTLY NOT AUTHORISED

2.1: Spark plugs and HT cables are free.

2.2: Exhaust system should as provided by the manufacturer. Only the OE muffler/s and the tail pipe maybe replaced with an aftermarket muffler component and is FREE. The Catalytic Converter should remain as OE. Location of the exit of the exhaust must be as supplied by the manufacturer.

2.3: Lubricants are free.

2.4: OE Body kits, front lip spoilers, Boot/roof spoilers are allowed

2.5: Wheel Rim, size FREE. Provided they are made of steel or Aluminium.

The wheel tyre combination should not protrude beyond the perimeter of the car when viewed vertically from top above the centre line of the wheel. Tyres are FREE as long as they are production tyres. Competition/Slick Tyres will not be permitted

2.6: Steering wheel is FREE but spinner knobs are not allowed.

2.7: Gear knob is FREE but the lever is not.

2.8: Accelerator/brake and clutch pedal covers are FREE.

2.9: Spare wheel may be removed from the car.

2.10: OE seatbelts, seats are permitted

2.11: ECU/ECU's/Piggy back along with Wiring are FREE.

2.12: Air Filter is FREE

Specific Technical Regulation for Group-B Pro-Stock INAC-3

Chapter: 3 – Specific Technical Regulations for Group-B Pro-Stock INAC-3

VEHICLES AS SUPPLIED BY THE MANUFACTURER ARE ALLOWED

MODIFICATIONS NOT MENTIONED BELOW ARE STRICTLY NOT AUTHORISED

3.1: Spark plugs and HT cables are FREE.

3.2: Exhaust system FREE. Location of the exit of the exhaust must be as supplied by the manufacturer.

3.3: Lubricants are FREE.

3.4: OE Body kits, front lip spoilers, Boot/roof spoilers are allowed

3.5: Wheel Rim, size FREE. Provided they are made of steel or Aluminium.

The wheel tyre combination should not protrude beyond the perimeter of the car when viewed vertically from top above the centre line of the wheel. Tyres are FREE, Minimum 3mm tread depth is mandatory for gravel and dirt events

3.6: Steering wheel is free but spinner knobs are not allowed.

3.7: Gear knob is FREE but the lever is not.

3.8: Accelerator/brake and clutch pedal covers are FREE.

3.9: Spare wheel may be removed from the car.

3.10: OE seatbelts, seats are permitted

3.11: ECU/ECU's/Piggy back along with Wiring is FREE.

3.12: Air Filter is FREE

Specific Technical Regulation for Group-C, D & D1 Modified INAC-2

Chapter: 4 – Specific Technical Regulations for Group-C, D, D1 Pro-Stock INAC-2

Group C – Modified - NA(Naturally Aspirated Vehicles)

Group D – Modified - Petrol - Turbo/Supercharged Vehicles

Group D1 – Modified - Diesel Turbo Vehicles

MODIFICATIONS NOT MENTIONED BELOW ARE STRICTLY NOT AUTHORISED

ALL MODIFICATIONS AUTHORISED AND SPECIFIED IN GROUP STOCK & PRO-STOCK IN ADDITION THE FOLLOWING

THE TURBO FACTOR WILL BE APPLICABLE FOR (Group – D & D1)

4.1-OE/ After-market Body kits, front lip spoilers, Boot/roof spoilers are allowed

4.2-ECU/ECU's/Piggy back along with Wiring is FREE. Additional Sensors and Actuators are not permitted.

4.3- Air filter, its housing and its plumbing are free (Upstream of the throttle body), it should remain inside the engine compartment only.

4.4-Exhaust

The exhaust manifold from its attachment at the cylinder head is free.

The exit of the exhaust pipe must be situated at the rear/side of the car, within the perimeter of the car, and may be up to 25 cm inside of this perimeter. The exhaust exit must be horizontal. Exhaust pipe outlets which point downwards are prohibited.

4.5-Engine

Re boring of Engine 0.5mm maximum is allowed without this leading to the capacity class limit being exceeded.

Swapping of engines / powertrain and its accessories from the same manufacturer are permitted. The engine, transmission and driveshafts maybe swapped from the same manufacturer. Engine with accessories such as alternator, starter motor, power steering system, radiator, gearbox and driveshafts maybe swappedover. For this purpose driveshafts maybe modified.

Swapping of Engine is allowed provided an Engine having a maximum of up to 420 cc above the original cars specification will be allowed (Eg: an Esteem having an engine capacity of 1298cc can upgrade to an engine of maximum 1718cc from the same manufacturer.)

The number of cylinders should be the same or less than what is allowed in the body shell used.

Modification to the engine mounting bracket / gearbox / support mount to enable fitment to the OE chassis mounts is permitted.

Chassis mounting location cannot be altered / modified and should remain as OE in the same location.

Modifications are permitted to the Water Pump pulley and the impeller

Fuel lines may be modified. Fuel hoses, cables and wiring may be modified to suit the engine.

Fuel pump is FREE

4.6-Engine Block

FREE

4.7-Cylinder Head

FREE

4.8-Driveshaft

FREE

4.9-CAM Shaft

FREE

4.9-Gearbox / Differential

The gear ratios are FREE provided it is housed within the original casing.

Mechanical LSD's are permitted.

4.10-INTAKE MANIFOLD

Free. But only a single throttle body system is allowed.

All air entering the engine must imperatively pass through the throttle opening or the opening of this air injection system. The size of the single throttle body is free.

ITB intake manifolds are not allowed.

4.11-IGNITION SYSTEM

Only one spark plug per cylinder.

Ignition is only permitted by means of not more than a single ignition coil per cylinder.

4.12-INJECTION SYSTEM

The injection system is free

4.13-OIL PUMP / SYSTEM

FREE

It is possible to improve the oil circulation internal to the engine.

Lubrication by dry sump is not allowed. Fitment of baffles in the oil sump is permitted

External aftermarket oil coolers are permitted so long it is within the perimeter of the car.

4.14-FLYWHEEL - Free**4.15-CLUTCH-Free.****4.16-COOLING SYSTEM-Free****4.17-ELECTRICAL SYSTEM**

Free (Wiring and All sensors)

4.18-SOUND-Free**4.19-SUSPENSION**

Cars must be fitted with a sprung suspension.

The use of active suspension is forbidden.

The modification of spring and shock absorber adjustments from the cockpit is prohibited.

The reinforcing of the structural parts of the suspension (with the exception of antiroll bars) and its anchorage points by the addition of material is allowed.

The suspension reinforcements must not allow two separate parts to be joined together to form one spring.

The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/body work (it may be removed).

4.19.1-Coil springs:

The length is free, as are the number of coils, the wire diameter, the external diameter, the type of spring (progressive or not) and the shape of the spring seats. The number of springs and spring seats is free provided the springs are mounted in series.

4.19.2-Leaf springs:

The length, width, thickness and vertical curvature are free.

4.19.3Torsion bars:

The diameter is free

Spring-Shock absorber assemblies:

Spring shock absorber assemblies are authorised even if the series vehicle is not so equipped, provided that the original spring is removed.

4.20-SHOCK ABSORBER

Free, provided that their number, their type (telescopic, arm etc.), their working principle (hydraulic, friction, mixed etc.) and their attachment points remain unchanged.

The checking of the operating principle of the shock absorbers must be carried out as follows:

Once the spring and / or the torsion bars are removed, the vehicle must sink down to the bump stops in less than five minutes.

The damper tanks may be attached onto the unmodified shell of the cars. If the shock absorbers have separate

fuel reserves located in the cockpit, or in the boot if this is not separated from the cockpit, these must be strongly fixed and must have a protection.

A silent block might be replaced by a "Uniball" joint.

Gas filled dampers, regarding their working principle, are considered as hydraulic dampers.

Twin shock absorber per wheel is authorised.

All shock absorbers must be independent of each other

Changes to the spring and shock absorber settings from the cockpit are prohibited.

4.21-ANTIROLL BARS - FREE

4.22-STRUT BRACE - FREE

4.23-STEERING

The OE steering system to be maintained. Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel, can be used

4.24SAFETY CAGE

It is recommended that a safety cage be installed.

4.25-WHEELS

Steel and Alumuniun alloy wheels are only permitted

Diameter and offset are Free. Wheel spacers are permitted

The wheel tyre combination should not protrude beyond the perimeter of the car or body kits, (No part of the wheel should be visible when viewed vertically from top above the centre line of the wheel.)

4.26-TYRE

Free. Minimum 3mm tread depth is mandatory for gravel and dirt events

SLICK tyres are prohibited forGRAVEL/DIRT events.

Minimum speed rating must be 'R' or above

4.27-BRAKES - FREE

4.28-MUD FLAPS

The fitting of mud flaps is compulsory. They must be made of a flexible plastic / rubber material at least 4mm thick. They must cover at least the width of each wheel and must not be more than 100 mm of the ground

4.29-BUMPER

Front and rear bumper may be modified but not be removed. It should cover more than 75% of area covered by OE bumper. Replica bumpers are FREE provided they are made of composite material(fibreglass etc) of minimum 3mm thickness

4.30-SEATS & SEAT BELTS

The co driver's seat as well as the rear seat may be removed.

The driver's seat must have a fixed headrest.

Driver seat comply with FMSCI/FIA/SFI is permitted. FIA/SFI approved seats with expired validity is also permitted. In case of any dispute concerning on the condition of the expired seat, the decision of the FMSCI Chief Scrutineer/Technical Delegate will be final.

A VALID 4-point harness is mandatory. (FMSCI/FIA/SFI approved)

4.31-TRIMS

Interior trims may be removed.

A maximum of two roof scoops may be allowed for the purpose of ventilation.

4.32-DASHBOARD

The OE dashboard has to be retained

4.33-DOOR

If the Car is equipped with the Roll cage specified(see drawings), then the material for Front Passenger door and Rear doors are free, but the front passenger doors must be possible to open from both inside and outside. If the car is not equipped with the specified roll cage, then all the doors must remain as OE.

IF the doors are replaced in accordance with the above modification then the side door windows may be replaced with the transparent Perspex material and the winder mechanism may be removed.

4.34-BONNET

Material: Composite authorised but should maintain basic structural rigidity. Outer surface basic shape unchanged from the original car. At least two safety fasteners must be fitted. Minimum number of fixing points to the bodyshell = 4.

The original locking mechanisms must be rendered inoperative or removed. Opening from the outside must be possible (without tools).

A maximum of 2 bonnet scoops/vents with a total area of 700 cm² is allowed.

4.35-BOOT LID / REAR WINDSHIELD / SIDE WINDOWS

Material: Composite authorised. The rear windshield / side windows, may be replaced with Perspex Plastic, Original outer surface shape and basic structural rigidity maintained.

Inner surface free.

At least two safety fasteners must be fitted.

Minimum number of fixing points to the body shell = 4.

The original locking mechanisms must be rendered inoperative or removed.

Opening from the outside must be possible (without tools).

4.36-CABIN COOLING

It is allowed to install roof or side vents to cool the driver cabin.

4.37-WINDSHIELD

It is mandatory to have laminated windshield

4.38-WIPERS

It is mandatory to have a fully functional OE windscreen wiper system.

4.39-TOWING DEVICE

One front and one rear towing device is compulsory, the same may be a strap type arrangement. They must be clearly visible and marked in yellow, red or orange

4.40-UNDERBODY PROTECTION

FREE may be fitted.

Note: Group D and D1 Technical Regulations will be as per the MODIFIED Group, the only inclusion being the Turbo and its Factor.

GROUP D MODIFIED –ONLY FOR PETROL TURBO / SUPERCHARGING CHARGED VEHICLES

4.41: OE / AFTER MARKET TURBOS / SUPERCHARGING, AND ITS COMPLETE SYSTEMS ARE FREE

GROUP D1 DIESEL CLASS – TURBO

4.42: OE / AFTER MARKET TURBOS AND ITS COMPLETE SYSTEMS ARE FREE

GROUP D1 CARS ARE PERMITTED TO ENTER ONLY IN GROUP D MODIFIED GROUP OTHER THAN THEIR OWN GROUP

Specific Technical Regulation for Group-E Unrestricted INAC-1

Chapter: 5 – Specific Technical Regulations for Group-E Unrestricted INAC-1

MODIFICATIONS NOT MENTIONED BELOW ARE STRICTLY NOT AUTHORISED

VEHICLE CONFIRMING TO MODIFICATIONS IN GROUP STOCK, GROUP PRO-STOCK & GROUP MODIFIED ALONG WITH THE MODIFICATIONS LISTED BELOW WILL BE ELIGIBLE TO PARTICIPATE ONLY IN THE UNRESTRICTED OPEN CLASS.

THE TURBO FACTOR WILL APPLY TO THIS CLASS

5.1-Engine

Swapping of engines / powertrain and its accessories from the same manufacturer are permitted. The engine, transmission and driveshafts maybe swapped from the same manufacturer. Engine with accessories such as alternator, starter motor, power steering system, radiator, gearbox and driveshafts maybe swappedover. For this purpose driveshafts maybe modified.

Swapping of Engine is allowed provided an Engine having a maximum of up to 420 cc above the original cars specification will be allowed (Eg: an Esteem having an engine capacity of 1298cc can upgrade to an engine of maximum 1718cc from the same manufacturer.)

The cylinder head and engine block may come from different cars of same manufacturer.

The number of cylinders should be the same or less than what is allowed in the body shell used.

Modification to the engine mounting bracket / gearbox / support mount to enable fitment to the OE chassis mounts is permitted.

Chassis mounting location cannot be altered / modified and should remain as OE in the same location.

Modifications are permitted to the Water Pump pulley and the impeller

Fuel lines may be modified. Fuel hoses, cables and wiring may be modified to suit the engine.

Fuel pump is FREE

5.1.1-ENGINE BLOCK

Engine Block and its internals are Free, so long as it respects Art 5.1

5.1.2-CYLINDER HEAD

Cylinder head and its internals are Free, so long as it respects Art 5.1

5.2-WATER PUMP-Free.

5.3-OIL PUMP / COOLER – FREE:

Free. The lubrication system, internal and external is free. Dry sump along with all its plumbing is free and permitted.

5.4-FLYWHEEL-Free.**5.5-ENGINE MOUNTING-Free** along with its numbers**5.6-IGNITION SYSTEM and ECU / wiring****FREE****5.7-INJECTION SYSTEM**

The injection system is of free design. A combination of direct injection and port injection systems is allowed.

Internal and/or external spraying or injection of water or any substance whatsoever is forbidden (other than fuel for the normal purpose of combustion in the engine). Only solenoid injectors are allowed.

5.8-INTAKE MANIFOLD.

Custom made intake manifolds are allowed. ITB manifolds are permitted. Throttle bodies shall only function, mechanically or electrically.

All air entering the engine must imperatively pass through the throttle opening or the opening of the air injection system.

The use of composite material (including carbon fibre) is authorised with the exception of the throttle unit body.

Intake manifolds with variable geometry are allowed.

5.9-TURBO / SUPER CHARGER / COMPLETE SYSTEM- FREE**5.10-INTERCOOLER-Free**

The intercooler is free

It must be mounted in the engine compartment

5.11-ELECTRICAL SYSTEM- FREE; A cut-off system is mandatory. (Circuit breaker)**5.12-FUEL PUMP AND ITS LOCATION-Free****5.13-FUEL TANK-**

Only OE fuel tank in its original location is allowed

5.14-COOLING SYSTEM-

Radiator core dimensions are free.

Mounting points may be modified. The original location to be respected (eg: if the radiator is located at the front of the car, the modified radiator should also remain at the same location).

Radiator cooling fan is free.

The thermostat is free, as is the control system and the temperature at which the fan cuts in. The radiator cap and its locking system are free.

The liquid cooling lines external to the engine block and their accessories are free. Lines of a different material and/or diameter may be used.

The fitting of extra cooling fans is permitted. A duct may be fitted between the radiator core and the cooling fan. Any spraying system on to the engine water radiator is prohibited.

5.15-EXHAUST-FREE**5.16-GEARBOX / DRIVE SHAFT / DIFFERENTIAL SYSTEM-Free.**

Method of Gear Shift is FREE

5.17-CLUTCH-Free**5.18-SUSPENSION**

Cars must be fitted with a sprung suspension.

The use of active suspension is forbidden.

Coil/leaf springs are compulsory. They must be made from metallic material.

Solid rear axle vehicles may add traction bars or torque arms.

Camber kits (also known as camber compensators) may be installed but only the lower arm can be modified.

Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted.

Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut.

The modification of spring and shock absorber adjustments from the cockpit is prohibited.

The reinforcing of the structural parts of the suspension by the addition of material is allowed.

The suspension reinforcements must not allow two separate parts to be joined together to form one spring. The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/body work (it may be removed).

5.18.1-Coil springs:

The length is free, as are the number of coils, the wire diameter, the external diameter, the type of spring (progressive or not) and the shape of the spring seats. The number of springs and spring seats is free.

Leaf springs:

The length, width, thickness and vertical curvature are free.

5.18.2-Torsion bars:

The diameter is free

5.18.3-Spring-Shock absorber assemblies:

Spring shock absorber assemblies are authorised even if the series vehicle is not so equipped, provided that the original spring is removed.

5.19-SHOCK ABSORBER

Twin shock absorber per wheel is authorised.

All shock absorbers must be independent of each other

Once the springs are removed, the vehicle must sink down to the bump stops in less than 5 minutes. With regard to their principle of operation, gas-filled shock absorbers are considered as hydraulic shock absorbers. A suspension travel limiter may be added.

Its sole function must be to limit the travel of the wheel when the shock absorber is not compressed.

Changes to the spring and shock absorber settings from the cockpit are prohibited.

The damper tanks may be attached onto the unmodified shell of the cars. If the shock absorbers have separate fuel reserves located in the cockpit, or in the boot if this is not separated from the cockpit, these must be strongly fixed and must have a protection.

A silent block might be replaced by a "Uniball" joint.

Gas filled dampers, regarding their working principle, are considered as hydraulic dampers.

All shock absorbers must be independent of each other

5.20-ANTIROLL BARS-Free.

5.21-STRUT BRACE- FREE

5.22-WHEELS-Diameter Free.

Wheel spacers are permitted. The wheel tyre combination should not protrude beyond the perimeter of the car (No part of the wheel should be visible when viewed vertically from top above the centre line of the wheel.)
/ Body kits.

Track width- free

5.23-TYRE-Free.

Rethreaded tyres or modified custom re grooved prohibited.

Slick tyres are not permitted on DIRT/GRAVEL events.

Minimum 3mm tread depth is mandatory for gravel and dirt events

Minimum speed rating must be 'R' or above

5.24-BRAKES-FREE

5.25-STEERING

The steering system and its position are free, but only a direct mechanical linkage between the steering wheel and the steered wheels is permitted.

Four-wheel steering system is forbidden.

Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel, can be used

5.26-DASHBOARD-Free. May be removed.

5.27-COOLING OF CABIN

The heating/Cooling system may be removed. It is permitted to install one or two roof vent(s) on the roof of the car.

5.28-WINDSCREEN

The windscreen must be of laminated glass

5.29-SIDE WINDOW

Glass may be replaced with polycarbonate ensuring the same transparency as the original glass (minimum thickness 3 mm). If the original window winding mechanism is removed then, A sliding window in the side windows

of the driver's and co-driver's doors must be fitted. The opening must be a minimum of 130 mm x 130 mm and a maximum of 150 mm x 150 mm.

The sliding windows must be closed at the start of the race.

IF the doors are replaced in accordance with the Article 5.35 then the side door windows may be replaced with the transparent POLYCARBONATE material and the winder mechanism may be removed.

5.30-WINDSCREEN WIPERS

Windscreen wipers are free, but they must be in working order. The fitting of an additional windscreen washer tank or of one with a greater capacity is authorised. This tank must be strictly reserved for the cleaning of the windscreen.

5.31-BONNET

Material: Composite authorised. If fibre glass is used, the minimum thickness should be at least 3mm

Outer surface basic shape and rigidity unchanged from the original car. A change in shape, at parts, to provide clearance for under body components is permitted. Openings may be made up to a maximum total surface of 1050 cm², including any original opening

At least two safety fasteners must be fitted.

Minimum number of fixing points to the bodyshell = 4.

The original locking mechanisms must be rendered inoperative or removed.

Opening from the outside must be possible (without tools).

A maximum of 2 bonnet scoops with a total area of 400 cm² is allowed.

5.32-BOOT LID

Rear windshield-Side rear door glass-Material: Composite authorised. The rear windshield / side rear door glass, may be replaced with Perspex Plastic, ensuring the same transparency as the original glass.

Outer surface shape and rigidity unchanged from the original car.

Inner surface is free. With ribs for rigidity.

At least two safety fasteners must be fitted.

Minimum number of fixing points to the bodyshell = 4.

The original locking mechanisms must be rendered inoperative or removed. Opening from the outside must be possible (without tools).

5.33-FENDER-

The material and shape of the fenders are free, provided that they do not give rise to any additional aerodynamic effect. However, the material must have a minimum thickness of 1.5 mm. Material: Composite authorised.

Flares may be added

Fenders and bumpers may be modified for tyre clearance.

5.34-MUD FLAPS-

The fitting of mud flaps is compulsory.

They must be made of a flexible plastic material at least 4mm thick. They must cover at least the width of each wheel.

5.35-DOOR

The material for Front Passenger door and Rear doors are free, but the front passenger doors must be possible to open from both inside and outside.

5.36-ROLLCAGE

ROLL CAGES ARE COMPULSORY AND SHOULD BE MINIMUM AS PER DRAWING ATTACHED BELOW.

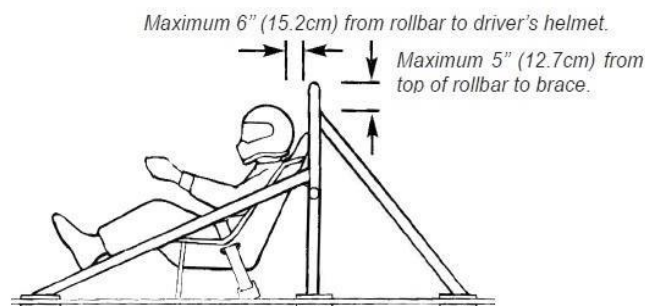
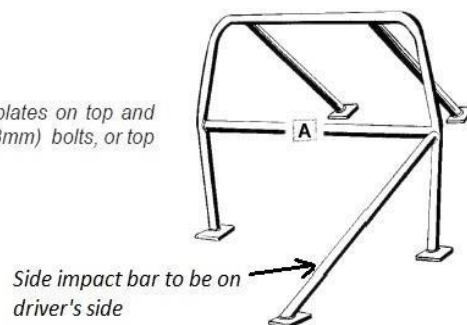
.SEE DRAWING BELOW

If the Roll cage is bolted to the Chassis/Body it must comply with the Article 253-Safety Equipment (Group N, A) Art 8.3.2.6 Mounting of safety cages to the bodyshell/chassis

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.



The minimum specifications for the Roll-Cage

Material	Minimum	Minimum	Use
	Tensile Strength	Dimensions (mm)	
Cold drawn Seamless Unalloyed carbon steel (see below) containing a maximum of 0.3 % of Carbon	350 N/mm ²	45 x 2.5 (1.75"x0.095") Or 50 x 2.0 (2.0"x0.083") 38 x 2.5 (1.5"x0.095") Or 40 x 2.0 (1.6"x0.083")	Main rollbar (Drawings 253-1 and 253-3) or Lateral Rollbars and Rear Transverse Member (Drawing 253-2) Lateral half-rollbars and other parts of the safety cage (unless Otherwise indicated in the articles above)

NOTE:

For unalloyed steel, the maximum content of additives is 1.7 % for manganese and 0.6 % for other elements.

5.37-FRONT BUMPER-Material: Composite authorised.

The thickness of the front bumper must be 3 mm minimum. These constructions must be such that the structural integrity of the bumper remains. Should cover at least 75% of the area covered by the OE bumper.

5.38-REAR BUMPER-Material: Composite authorised.

The shape of the series model must be preserved, but in order to connect it with the free parts, a local tolerance of +/- 5 mm in relation to the original surface is accepted.

The thickness of the rear bumper must be 3.0 mm minimum.

It is possible to enlarge the original cut-out in the rear bumper for the exhaust or to create one or more new cut-outs, solely in order to allow the exhaust to exit.

5.39-BULKHEAD, ENGINE COMPARTMENT-

The bulkhead separating the cockpit from the engine compartment may be modified to accommodate components, up to a maximum of 100 mm but shall not be moved entirely.

The shape is free.

The bulkhead material must be the same or stronger than the material of the homologated car. In any case, the materials added must be iron-based alloys and must be welded to the bodywork.

5.40-UNDERBODY PROTECTION-

FREE may be fitted

5.41-DRIVER SEAT / POSITION-

The seat must be attached using the OE body mounting holes/ studs. Additional mounting points may be added Longitudinally.

5.42-SEATS & SEAT BELTS

The co driver's seat as well as the rear seat may be removed.

The driver's seat must have a fixed headrest.

Driver seat comply with FMSCI/FIA/SFI is only permitted. In case of any dispute concerning on the condition of the seat, the decision of the FMSCI Chief Scrutineer/Technical Delegate will be final.

A VALID 4-point harness is mandatory. (FMSCI/FIA/SFI approved)

5.43-TOWING DEVICE- One front and one rear towing device is compulsory. They must be clearly visible and marked in yellow, red or orange. Towing straps may be used.

5.44-REAR LAMPS- Each car must be fitted with a minimum of two red rear brake lights. The minimum area of each should not be less than 10cm²

5.45-HEAD LAMPS- FREE, and be removed. However the opening must be covered with fiberglass / metal plate and be safely secure

*****END*****