



The Federation of Motor Sports Clubs of India

**2023 FMSCI
GENERAL PRESCRIPTIONS
DRAG RACING**

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 only to the elapsed time (ET), and the Reaction Time (RT) shall be considered only in the event of a tie with regard to ET.

For promoter classes, FMSCI shall not be in a position to entertain protests / appeals on technical grounds.

The pre-event scrutiny for all vehicles including closed invitation classes/promoter 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.

Technical Regulations for 4 wheelers and 2 wheelers are published separately.

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

PRACTICE RUNS

- Practice runs are mandatory for each participant. If the participant has entered in more than 2 classes, then he/she will have to do a minimum of two practice sessions in the two fastest vehicles entered in. Organizer to schedule accordingly.
- If the competitor does not do the practice runs as specified above, he/she should report to the stewards who shall exercise their discretion in this regard.

COMPETITIVE RUNS

- **A COMPETITOR WHO MAKES A FALSE START DURING A COMPETITIVE RUN SHALL NOT BE ENTITLED FOR A RE-RUN.**

ORGANISING GUIDELINES

DOCUMENTATION / INFORMATION REQUIRED FOR ISSUE OF PERMIT

- Name and Status of the Event
- 2W / 4W or only 2W or only 4W
- Sporting 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 drawing.
- List of permissions applied for and acknowledgement of application from the department.
- 3rd party event Insurance copy.
- List of Officials sheet
- Program Sheet
- Preferred date for track inspection by FMSCI delegate.
- Event timings are 0900 to 1800 which have to be respected. (in daylight only)
- Details of Timing Equipment being used.

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

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 venue and suggest any corrections to the organiser.
- In the event it is a restricted area, the organisers 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, then the CAD drawing / proper, accurate sketch must come to FMSCI and will be given to the stewards to ensure that the organiser has carried out all the requirements.
- 1st line permitted barricading – Bamboo / casuarinas/ 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. Advertising material made from either flex or sunboard may be glued or securely fastened onto these barriers, ARMCO, concrete blocks, water-filled plastic barrier (minimum 1 metre height), concrete wall, MOJO barriers (minimum 1 metre height)
- 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 track where there is an elevation of more than 1 % over the length of the run portion, the event will be allowed to run 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 working and for drivers to have suitable visibility at all speed 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/rider. The lighting fixtures should be at a distance of 20 to 30 feet minimum 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.

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 and Twin-Engine Bikes are 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 1/8th mile 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

Please refer to Annexure 1 for Track layout guidelines

WIDTH OF THE TRACK

- As our current race tracks are 11 meters wide. It was decided that the minimum width should be 11 meters. For temporary drag strips the minimum width should be 12 meters.
- Centre line will have double cones (non-metallic) up to 5 meters from Start Line.
- Outer edge to be defined by cones.

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

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.
- Ambulance – B1 mandatory & C1 recommended if hospital is far away.

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

CREW ON BOARD

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

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 pliers
- One Spanner for battery terminal
- Water
- Chisel

Mandatory Scrutiny Requirements

- 1.) The organisers of the event should provide for a platform weighing table for weighment of two wheelers at the event site in the paddock, and also make provision for weighing cars should the need arise either on site or at a nearby weighment bridge.
- 2.) The organiser for an entry of 75 two wheelers or more shall provide to the Chief scrutineer two wheeler , an assistant scrutineer for every 75 entries. Eg 300 entries in two wheeler means 4 assistant scrutineer two wheelers is to be provided.
- 3.) The organiser for an entry of 75 four wheelers or more shall provide to the Chief scrutineer four wheeler , an assistant scrutineer four wheelers for every 75 entries. Eg 300 entries in four wheeler means 4 assistant scrutineer four wheelers is to be provided.

EVENT REQUIREMENTS

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 & 1 assistant, Time Keeper to have had sufficient experience and to be approved by the FMSCI Secretariat.
- For National status and above, the Technical Delegate will be appointed by the FMSCI, and for all other status, the Chief Scrutineer will be appointed by the FMSCI.

NUMBER OF RUNS PERMITTED PER DAY

- The Maximum number of runs per day will be 200 Runs which includes practice.
 - An additional 25 runs per day may be granted by the Stewards if they are satisfied that the program can be completed in daylight.
 - 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 225 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 be for 3 days or the number of entries restricted to the maximum number of runs permitted over 2 days.

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

INSURANCE

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

Mandatory Running of the event guideline

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

In addition to this the organiser will have a schedule of events with tentative times provided and **the event will run in that order. This schedule will also be provided to the officials mentioned above and also shared on the notice board for the competitors**

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 organisers for necessary correction.

The organiser shall ensure that the event is run class wise and there should be no mixing of classes (ie cars/bikes of different classes running at the same time).

It is mandatory to have a paddock area manned by a paddock marshall, the organiser will announce a class and all the competitors participating in that class will need to report to the paddock marshall , including those sharing a machine within a time of 25 mins after which the paddock gates will be closed. In the event a competitor is racing another category while this event is called a team member/crew can report to the paddock on his behalf. The paddock marshall shall permit only those **competitors in that list and no last minute changes will be accepted**

All 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 will not be run again .

The organiser 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 startline delays.

Annexure 1

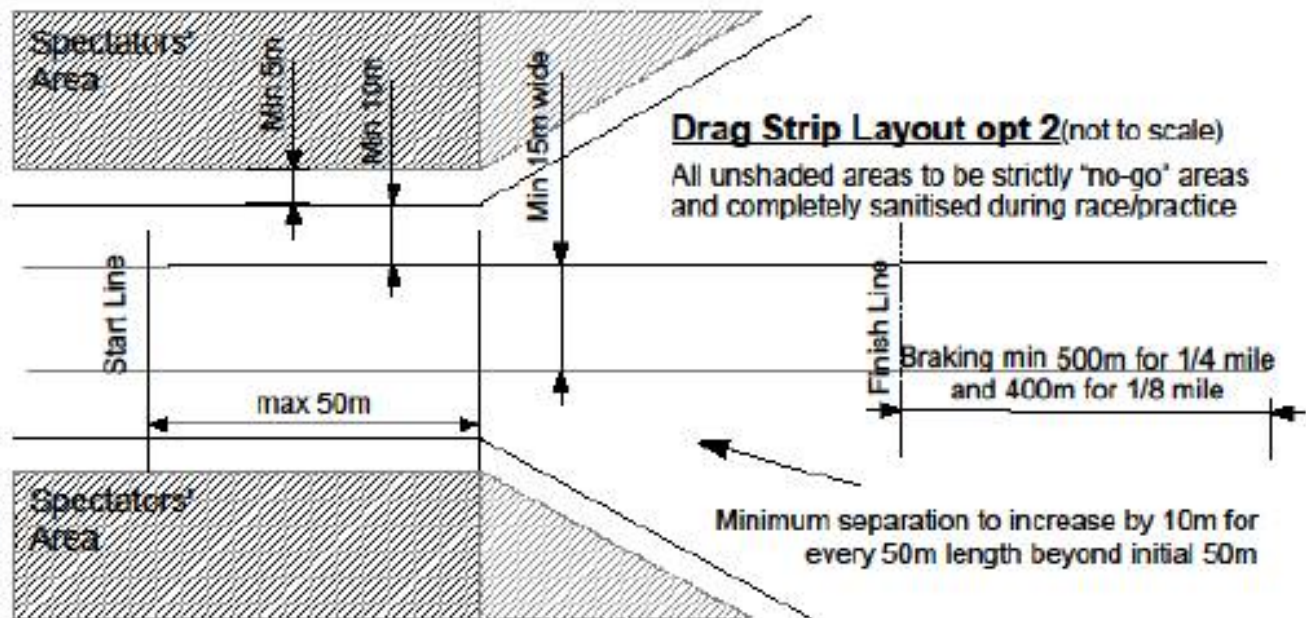
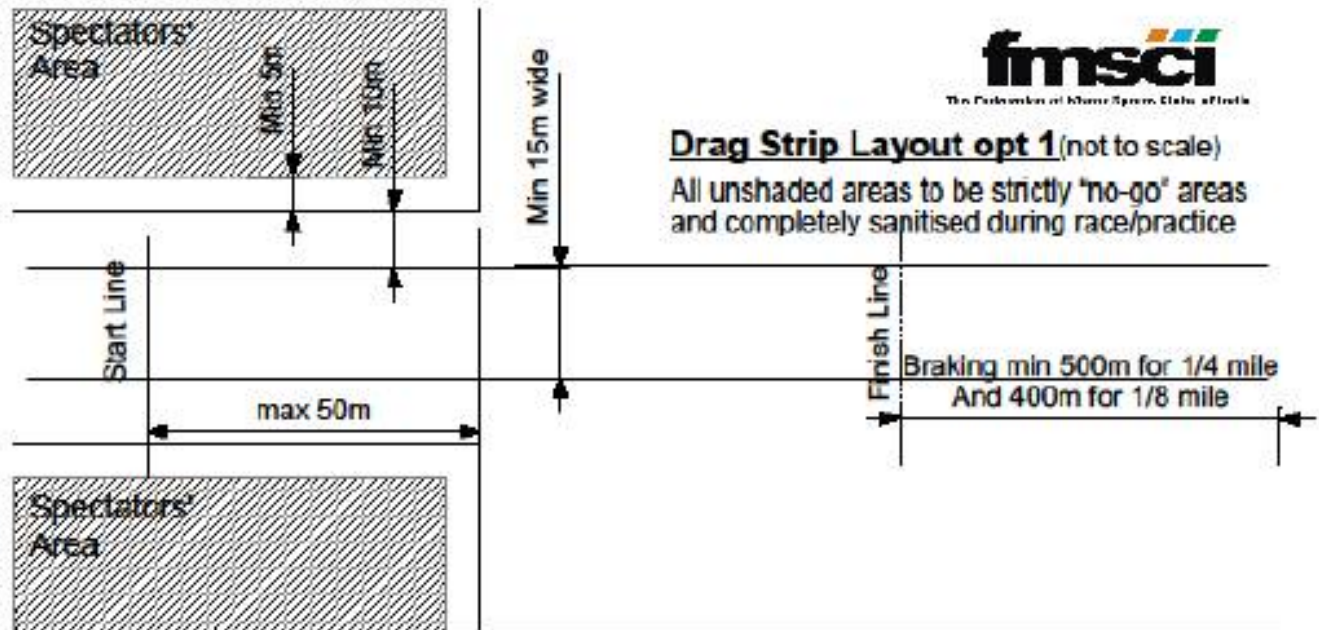
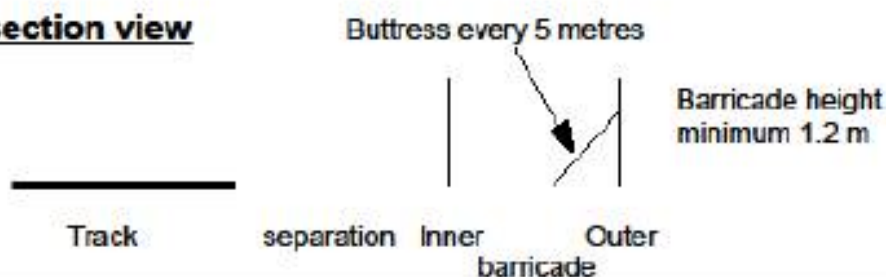


Illustration of separation: For a total spectator area length of 100m from starting line, the minimum separation between track edge and inner barricade will be $10\text{ m} + 10\text{ m} = 20\text{ m}$

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.