



TECHNICAL REGULATIONS 2023 | AUTOCROSS.

APPLICABLE TO ALL
CHAMPIONSHIP / CUPS / SERIES / LEAGUE / OPEN / CLOSED / INVITATIONAL EVENTS

MEMBER OF



The Federation of Motor Sports Clubs of India

Art:1

Conditions applicable to all groups.

1.1:ELIGIBLE CARS

All cars homologated with the FMSCI as well as those not homologated but produced in series and regularly on sale through a recognised commercial network are also eligible. Competing cars should be rigidly closed non convertible models with either 2WD or 4WD means of power delivery. Purpose built light weight vehicles conforming to the relevant regulations. It is up to the applicant to supply the elements necessary for proving the eligibility of a model.

1.2:TELEMETRY

Any form of non voice wireless data transmission between the competing car and unauthorised person /vehicle / or equipment is prohibited, while the car is on the track.

1.3 GPS

Permitted as long as there is no wired or wireless system connection with any electronic systems of the competition vehicle like ECU or the instrument cluster meters.

1.4:TURBO CHARGING

A multiplication factor of 1.7 for petrol engines and 1.5 for Diesel engines will be applied to all forced induction cars to determine their applicable cubic capacity towards classification.

1.5:FUEL.

Free, should be sourced from a legal government authorised distribution outlet. Addition of fuel additives is permitted.

1.6: ONBOARD CAMERA

The attachment system must be inside the cabin & must withstand a deceleration of 25G without detaching itself. The camera must not hinder the drivers vision, exit or extraction in case of emergency. This must be audited and approved by the technical scrutineer.

1.7: SAFETY CAGE

A multi tubular structure installed and welded onto the chassis/bodyshell, the function of which is to reduce the deformation of the cabin in case of impact ,must be installed in certain groups.

1.8:MODIFICATIONS ALLOWED AND/OR OBLIGATORY

All modifications which are not explicitly allowed by these present regulations are forbidden.

An authorised modification may not in the process entail a non authorised modification. .

1.9 GROUP/CLASS

The classifications will be decided by dividing the competition into three groups (with various classes within), namely INAC 1, INAC 2 & INAC 3.

GROUP INAC 3 | STOCK

2 GROUP | INAC 3 . STOCK

2.1: The minimum weight of the car should conform to OE manufacturer endorsed specs/data.

2.1a: Original engine control unit remapping is permitted, wiring & coupler to remain as original.

2.1b: Air Filter is free but its housing is not, it should remain in its original location.

2.1c: Spark plugs and HT cables are free.

2.1d: Exhaust from the cylinder head attachment is free, the exit must be at the original location.

2.1e: Sound level from the exhaust exit must not exceed 103db.

2.1f: Lubricants are free.

2.1g: Bodykits, front lip spoilers, Boot/roof spoilers are free.

2.1h: Headlamp and tail lamp units are free but should be installed in their respective locations.

2.1i: Wheel rim, size and material are free.

2.1j: Steering wheel is free but spinner knobs not allowed.

2.1k: Gear knob is free but the lever is not.

2.1l: Accelerator/brake, clutch pedal covers and dead pedals are free.

2.1m: Spare wheel may be removed from the car.

2.1n: Tyres and their size are free but they must be commercial production tyres.

2.1o : Special limited production racing semi slicks / off road rally tyres are not allowed.

2.1 p : Mud flaps on all wheels is mandatory.

2.1 q : One mirror (internal/external) to view the rear is mandatory.

2.1 r: Brake pads/shoes are free.

2.1s : Removal of carpet / insulation material is permitted, trim removal/cutting not permitted.

2.1 t: Front / rear bull bars are not permitted.

2.1 u: Dashboard modification or cutting/trimming is not permitted.

2.1v : OE coil springs & shocks to be retained, shock absorber oil (where applicable) is free.

2.1w : Fuel injector/injection modification not permitted.

GROUP INAC 2 | MODIFIED

Art. 3

GROUP | INAC 2 . MODIFIED

All modifications authorised and specified in Group INAC 3 STOCK and in addition the following modifications are permitted: The following items and their method of fitment onto the chassis are free provided they respect the special riders detailed below in 3.1f:

3.1a:ENGINE BLOCK

Free*

3.1b:CYLINDER HEAD

Free* (incl. the internals)

3.1c:INTAKE MANIFOLD

Free*

3.1d:TRANSMISSION / GEARBOX

Internals are free* but the housing is not .

(Welded / Electric / Pneumatic locking of differential is not permitted but mechanical limited locking is permitted)

3.1e:DRIVESHAFT

Free*

3.1 f : ENGINE ASSY

The engine may be replaced by another, provided assemblies mentioned between art. 3.1a -3.1e must be produced by the same manufacturer as that of the competing car in question. All allied engine accessories, such as but not limited to alternator/starter/electrical wiring etc., may be used from the alternate replacement engine configuration. The number of cylinder must remain same as that of the original car.

Modifications such as adding, removal of material, drilling, welding, machining, porting are permitted.

Internals of the above listed assemblies are free , provided that the modifications respect the group/class specifications that the vehicle is competing within.

3.1 g : ECU

The engine control unit and its numbers are free. It may replaced or assisted with another stand alone unit/units. The wiring and its connectors are free. Addition of actuators and sensors is not permitted.

3.2.1:IGNITION SYSTEM

Only one spark plug per cylinder with a thread outer diameter of \geq M10 is permitted.
Ignition is only permitted by means of not more than a single ignition coil per cylinder.

3.2.2:INJECTION SYSTEM

The injection system is free but with the following restrictions .

A combination of direct injection and port injection systems is not 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).

The body of the injector must come from a Manufacturer's commercial catalogue. Only solenoid injectors are allowed.

3.2.3:TURBOCHARGERS

Turbocharged vehicles allowed where the system has been installed as OE. The system may be upgraded by installation of a higher efficiency unit, this includes all turbo system components, mainly turbo, waste gates, plumbing and intercooler. After market installation of this turbo system onto a NA vehicle is not permitted.

3.2.4a:INTAKE MANIFOLD & FILTER.

Single butterfly valve throttle bodies permitted, custom made and ITB intake manifolds are not allowed. The size and make of the single valve throttle body is free. All air entering the engine must imperatively pass through the throttle opening or the opening of this air injection system. Air filter & its housing is free. A duct may be installed to direct cool air onto the filter.

3.2.4b: EXHAUST MANIFOLD.

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

All vehicles must be equipped with a muffler/spark arrestor, the position of which is free. The exhaust gases must, at all times, pass through this device. The exit of the exhaust pipe must be situated at the rear/side of the car, within the perimeter of the car, and must be between 5 - 10 cm from this perimeter. The exhaust exit outlet must be horizontal.

3.2.5:OIL PUMP / SYSTEM

Free. Lubrication by dry sump is not allowed.

It is permitted to improve the oil circulation & heat transfer inside the engine by modifying the pump and adding baffles in the sump. Installation of aftermarket oil coolers is permitted.

3.2.6:FLYWHEEL

Free.

3.2.7:CLUTCH

Free.

3.2.8:COOLING SYSTEM

Radiator core dimensions are free but they (width, height, thickness/total surface area) cannot be smaller than the standard part. The OE mounting points to be respected.

Radiator cooling fan is free but the number is not.

Cabin heater core may be disconnected.

Modifying the rotational speed ratio of the pump is permitted.

Any liquid spraying system on to the engine / radiator is prohibited

3.2.9:ELECTRICAL SYSTEM

The make, model number, and size of the battery may be changed but not its voltage.

Relocation of the battery is permitted but not into the passenger compartment.

The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. The entire electrical wiring routing & anchorage should be safe & secure.

There should be a electrical cutoff switch incorporated into the system to switch off all electrical systems and fuel supply when triggered in case of emergency.

3.2.10:SOUND

A limit of 103 dB/A is imposed for all cars.

The noise must be measured in accordance with the noise measuring procedure using a sonometer, placed at an angle of 45° to and a distance of 1 meter from the exhaust outlet, with the car's engine running at 3000 rpm

3.2.11:SUSPENSION

Cars must be fitted with a sprung suspension and it shouldn't be adjustable from the driver cabin.

The use of active suspension is forbidden.

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

The number, thickness, width and curvature of the leaf springs is free.

Number of the coil springs, the wire thickness, the length and external diameter are Free.

Reinforcements of suspension mounts on the body/chassis are permitted.

Spacers between the body and the suspension top mount are permitted.

Rubber/metal bushes may be replaced with uniball/rose joints.

In a torsion beam suspension system, the torsion bar diameter is free.

3.2.12:SHOCK ABSORBER

Shock absorbers are free.

All shock absorbers must be independent of each other.

Once the springs are removed, the vehicle must sink down to the bump stops under 5 minutes.

Gas filled, hydraulic and mixed medium shock absorbers are all permitted.

The remote reservoirs of mixed medium shocks should be securely mounted.

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

3.2.13:ANTIROLL BARS

They are free but must respect the following :

Not more than the number installed by the manufacturer.

Their operating principle must be solely mechanical

The antiroll bars and their links must be made from metallic material and must not be adjustable from the cockpit .

3.2.14:STRUT BRACE

Addition of a two/three point strut brace is authorised.

Lower suspension braces are authorised .

3.2.15: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

3.2.16:SAFETY CAGE

It is recommended that a basic autocross format cage or a full INRC spec safety cage be installed. If installed then all relevant mount reinforcements as well as shell reinforcements pertaining to the fitment of the cage are permitted. If the cage fouls with any seat / trim / under dashboard component, the latter may be modified or removed.

3.2.17:RIM

Free in terms of material & diameter, the rim must be attached securely to the hub, with all the prescribed nuts/bolts. Hub must remain as original equipment. Wheel spacers are permitted provided the tyre remains within the OE body perimeter or that defined by an attached body kit when viewed from above.

3.2.18:TYRE

Free while respecting the following conditions, retreaded tyres or custom re grooved tyres are prohibited. Tyres should not be more than five years old and ideally they all be of the same year of manufacture. At least 3mm of tread depth is mandatory.

Tyres manufactured specifically for agricultural use or marked for use at limited speeds are prohibited. Preheating of tyres by electrically heated covers or similar is prohibited.

3.2.19:BRAKES

Free but must be single master cylinder with dual circuit.

Manual brake bias adjusters not permitted.

A hydraulic handbrake system is not authorised. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

3.2.20: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.

3.2.21:BUMPER

Front and rear bumper may be modified but not be removed. Should cover more than 75% of area covered by OE bumper. Custom built composite bumpers, if used, should be minimum 3mm thick.

3.2.22:SEATS & BELTS

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

The OE drivers seat may be used but should have fixed bottom mount (sliding rail to be locked) and its anchorage mounts on the body shell may be reinforced. The seat head restraint should not be loose. In case the OE seat is being used the OE three point inertia reel seat belt may be used provided that the lock mechanism is functional.

The driver seat may be replaced with a FIA/SFI approved fixed back competition seat (expired seats permitted after audit by the technical scrutineer) with a fixed seat mount bracket bolted onto reinforced seat anchorage mounts on the body shell respecting appendix J. In this case a 4 point FIA Safety harness is mandatory with shoulder strap being mounted on a horizontal metal tube of 38mm outer diameter and 2mm wall thickness welded/bolted across the C pillar. Respecting the vertical & horizontal angle of the harness shoulder strap as defined in appendix J.

3.2.23:TRIMS

Interior trims, carpeting and insulation may be removed.

3.2.24:DASHBOARD

The OE dashboard has to be retained but may be trimmed/cut.

3.2.25:DOOR

In case the car is equipped with a safety cage then except for the driver's door, the material of all other doors is free, incase the car has no safety cage, then the driver & co driver door material should be that as originally supplied by the manufacturer.

In all cases the original outside shape and rigidity is to be retained. It must be possible to open the front doors from the outside and from the inside.

3.2.26:BONNET

Material : Lightweight composite permitted but should maintain basic structural rigidity. Outer surface basic shape should remain unchanged from the original car. A maximum of two openings may be added onto the surface with a cumulative area of 700 cm sq., excluding 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).

3.2.27:BOOT LID

Material : Lightweight composite made boot lid is permitted.

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 bodyshell = 4.

The original locking mechanisms must be rendered inoperative or removed.

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

Polycarbonate rear screen is permitted provided its a minimum of 4.5mm thickness.

3.2.28: FENDER

Must remain as original. Addition of fender flares/body kit is permitted.

3.2.29:SIDE WINDOW

Glass may be replaced with polycarbonate ensuring the same transparency as the original glass (minimum thickness 4.5 mm).

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

3.2.30: CABIN COOLING

It is allowed to install upto two roof scoops and side vents to cool the driver cabin.

3.2.31: WINDSHIELD

It is mandatory to retain OE laminated windshield.

3.2.32: WIPERS

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

3.2.33: FIRE EXTINGUISHER

It is mandatory for all cars in this group to have a 2kg dry powder extinguisher installed inside the vehicle adequately fastened with a quick release type bracket.

3.2.334: 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.

3.2.35: UNDERBODY SHIELDS

It is permitted to install underbody shields. The material of which could be metal or composite. The shield should have adequate drainage holes to prevent accumulation of leaked fluids.

3.2.36 : SAFETY ROLL CAGE

Installation of a safety roll cage is strongly recommended.

The minimum requirement is to comply with the design as detailed in fig 1a.

Safety cages installed could also be as per the design specified in the 2023 INRC regulations.

The material, specification and dimensions should comply with Appendix J.

All body shell reinforcements required for a technically correct install of the cage are permitted.

GROUP 1 | OPEN

Art.4

GROUP | INAC 1 . UNRESTRICTED OPEN

Vehicles conforming to modification listed below, in addition to those listed in art.2 & 3 will be eligible to participate only in unrestricted Open Class.

4.1:ENGINE - General

The engine is free.

The cylinder head and engine block may come from different cars/makes.

Engine control unit /ECU is free along with its numbers & wiring loom.

4.1.1:ENGINE BLOCK

Free along with all the relevant internals.

It is permitted to modify the material using the tooling, the cores are free to machine at will, as long as their origin can be proved. It is permitted to rebore, sleeve and re sleeve.

It is permitted to modify engine & transmission mounts to enable fitment onto the body/chassis.

All allied systems , such as but not limited to, fuel pump & plumbing, electrical wiring, cooling system & its plumbing may be modified to suit the new engine.

4.1.2:CYLINDER HEAD

Free. The cylinder head may be a bespoke part.

4.1.3:CAMSHAFT & CRANKSHAFT

Free.

4.1.4:TAPPET/ ROCKER / CAM FOLLOWER :

The diameter of the tappets and the shape of the tappets and rocker arms are free.

4.1.5:VALVES

Free.

4.1.6:WATER PUMP

Free. Upgrading its rotational speed & modifying its impeller is permitted

4.1.7:OIL PUMP

Free.

Lubrication by dry sump is allowed. In this case, the new oil pump must be external to the engine block. It is possible to improve the oil circulation & cooling internally as well as between the cylinder head and the oil sump by means of lines internal/external to the engine, adding baffles to the sump. External additional oil cooler may be added to the oil pump plumbing system.

4.1.8:FLYWHEEL

Free.

4.1.9:ENGINE MOUNTING

Free.

4.1.10:IGNITION SYSTEM

Only one spark plug per cylinder with a thread outer diameter of \geq M10 is permitted. Ignition is only permitted by means of not more than a single ignition coil per cylinder.

4.1.11: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).

The body of the injector must come from a manufacturer's commercial catalogue. Only solenoid injectors are permitted.

4.1.12:INTAKE MANIFOLD.

Custom made intake manifolds are allowed.

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.

The intake manifold must be fitted with either a multiple valve throttle bodies mechanically controlled or single valve throttle body which may be mechanically or electrically controlled are permitted. All air entering the engine must imperatively pass through the throttle opening or the opening of the air induction system.

4.1.13:TURBO CHARGER

The comprehensive turbo charging system & its various components is free.

Aftermarket turbo charging modification to a NA car is permitted.

4.1.14:WASTE GATE

Free.

4.1.15:INTERCOOLER

The intercooler and its dimensions are free but with the following limitations :

It must be mounted in the engine compartment.

The intercooler must be of the air/air type.

4.1.16:ELECTRICAL SYSTEM

The make, model number, and size of the battery may be changed but not its voltage.

A battery cut off switch/circuit breaker that cuts off all electrical systems and fuel must be installed.

Relocation of the battery is permitted but not into the passenger compartment.

The addition of electrical grounding cables and associated distribution blocks/terminals is permitted.

4.1.17:SIDE WINDOW

Glass may be replaced with polycarbonate ensuring the same transparency as the original glass (minimum thickness 4.5 mm).

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

4.1.18:FUEL PUMP

Must come from a manufacturers catalogue, commercially available for sale.

Inside the fuel tank, or if outside the fuel tank, protected by a leakproof and flameproof cover.

4.1.19:FUEL TANK

The original fuel tank, in its original location, should be retained.

4.1.20:COOLING SYSTEM

Radiator core dimensions are free but they (width, height, thickness/total surface area) cannot be smaller than the standard part.

Modifying the rotational speed ratio of the water pump is permitted.

Radiator cooling fan is free as are the number.

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.

A duct may be fitted between the radiator core and the cooling fan.

Any spraying system on to the engine water radiator is prohibited.

4.1.21:EXHAUST

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

All vehicles must be equipped with a muffler/spark arrestor, the position of which is free. The exhaust gases must, at all times, pass through this device. The exit of the exhaust pipe must be situated at the rear/side of the car, within the perimeter of the car, and be between 5-10 cm from this perimeter. The exhaust exit must be horizontal.

Exhaust system heat shielding is allowed either directly on the exhaust and/or on components in close proximity to the exhaust for the sole purpose of preventing excessive heat build up.

4.1.22:SOUND

A limit of 103 dB/A is imposed for all cars.

The noise must be measured using a sonometer placed at an angle of 45° to and a distance of 1 meter from the exhaust outlet, with the car's engine running at 3000 rpm.

4.1.23:TRANSMISSION SYSTEM

Free, as well as the gear shift method/mechanism.

Front and rear mechanical limited slip differentials are authorised.

The transmission / gearbox housing must be made from aluminium alloy.

4.1.24:CLUTCH

Free, but must be operated by the driver's foot.

4.1.25:OIL COOLING

Oil coolers are allowed. The oil coolers and their connections are free, provided that they are situated within the perimeter of the bodywork.

4.1.26:TRANSMISSION SHAFT

Free design provided they have a minimum of two steel safety loops fitted to each longitudinal shaft, to prevent it from hitting the ground in case of breakage. They must be fitted so that they are positioned one on either side of the midpoint of the propeller shaft.

Should any tank be close to a longitudinal shaft, it is recommended that the tank has extra protection in the walls close to the shaft.

4.1.27:SUSPENSION

Cars must be fitted with a sprung suspension but active suspension is not permitted.

Suspension adjustments from the driver cabin are not permitted.

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

The number, thickness, width and curvature of the leaf springs is free.

Number of the coil springs, the wire thickness, the length and external diameter are Free.

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

Camber kits may be installed but only the lower arm can be modified.

Any suspension bush may be replaced with a rose/uniball joint.

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

Bearing or bushing may be used in the adjustable camber plate attachment to the strut.

The reinforcement of structural parts of the suspension by addition of material is permitted.

Metal spacers may be used between the shock absorber and the body shell.

The reinforcement of strut towers by addition of material is permitted.

The front & rear track width is free.

4.1.28:SHOCK ABSORBER

Shock absorber and their numbers per wheel are free.

All shock absorbers must be independent of each other

Once the springs are removed, the vehicle must sink down to the bump stops under 5 minutes.

Hydraulic , gas filled & mixed medium shock absorbers are permitted.

A suspension travel limiter may be added provided 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.

All shock absorber remote reservoir tanks must be securely mounted and ideally insulated from the driver cabin by a protection plate.

4.1.29:ANTIROLL BARS

Free but they must respect the following :

Their operating principle must be solely mechanical

The antiroll bars and their links must be made from metallic material and must not be adjustable from the cockpit. A uniball joint may be used in the linkage design.

4.1.30:STRUT BRACE

Addition of a two/three point strut brace is permitted.

Lower suspension braces on the shell are authorised .

4.1.31: WHEEL RIM

Material and diameter Free. Wheel spacers are permitted. The wheel tyre combination should not protrude beyond the perimeter of the car as defined by its front & rear fenders when viewed from the top. In case a body kit/fender flares is/are installed, then the perimeter of the car will be that as defined by the additional body kit.

4.1.32:TYRE

Free but should conform to the following.

Minimum tread depth should be 3mm.

Retreaded tyres or modified custom re grooved tyres are prohibited.

Limited production competition tyres permitted.

Tyres should not be more than five years old and recommended that they all be of the same year of manufacture. Tyres manufactured specifically for agricultural use or marked for use at limited speeds are prohibited. Preheating of tyres by electrically heated covers or similar is prohibited.

4.1.33:BRAKES

Free but must be single master cylinder with dual circuit.

Brake discs must be made from iron-based alloy

A hydraulic handbrake system is authorised.

A manually controlled brake bias valve may be installed.

Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

Fresh air ducts may be fitted to the front bumper to cool the brakes provided they serve no other purpose.

4.1.34:STEERING

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

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

4.1.35:DASHBOARD

The shape of the dashboard is free, can be custom made in composite but cannot be absent. The dashboard / and or the area around it must have no sharp metal protruding edges.

4.1.36:COOLING OF CABIN

The cabin heating/cooling system may be removed.

It is permitted to install one or two vent(s) on the roof of the car.

It is permitted to add side door vents to assist cabin ventilation.

4.1.37:WINDSCREEN

The laminated glass windscreen is mandatory.

The addition of a protective transparent film on its external face is permitted.

Windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition will be rejected.

4.1.38:SIDE WINDOW

Glass may be replaced with polycarbonate ensuring the same transparency as the original glass (minimum thickness 4.5 mm).

A sliding window in the side windows of the driver's and codriver'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.

4.1.39:WINDSCREEN / WIPERS

Windscreen wipers are free, but they must be present & 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.

4.1.40:BONNET

Material : Lightweight composite permitted but with minimum wall thickness of 3 mm.

Outer surface basic shape and rigidity unchanged from the original car. Openings may be made up to a maximum total surface of 1050 cm², new openings should not exceed two numbers.

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).

4.1.41:BOOT LID

Material : Lightweight composite permitted but with minimum wall thickness of 3 mm.

Outer surface shape and rigidity unchanged from the original car. Inner surface free.

At least two safety fasteners must be fitted.

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

Rear glass may be replaced with polycarbonate sheet of minimum 4.5mm

The original locking mechanisms must be rendered inoperative or removed.

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

4.1.42:FENDER

The material and shape of the fenders are free, however they must have a minimum thickness of 2 mm and that they do not give rise to any additional aerodynamic effect.

Material : lightweight composite authorised.

Fender flares may be added to increase width, tires may not extend beyond the bodywork.

Fenders and bumpers may be modified for tire clearance.

4.1.43: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.

4.1.44:DOOR

Except for the driver's door, the material is free, provided that the original outer shape is retained.

It must be possible to open the front doors from the outside and from the inside. In case the vehicle has a ASN approved INRC spec safety roll cage installed with dual side protection bars, the driver side door may be constructed with composite material.

4.1.45:FRONT BUMPER

Material : Lightweight composite authorised.

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

4.1.46: REAR BUMPER

Material : Lightweight composite material is permitted.

The shape & stiffness of the original model must be preserved.

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.

4.1.47: BULKHEAD, ENGINE COMPARTMENT

A metal fire proof bulkhead separating the cabin from the engine compartment is mandatory.

The shape is free.

4.1.48: UNDERBODY PROTECTION

The fitting of underbody protections is authorised provided that these really are protections which are removable and which are designed exclusively and specifically in order to protect the following parts : Engine, radiator, fuel tank, transmission.

These protections must be made from either aluminium alloy or steel, or composite material.

There should be adequate holes in the plate to drain any accumulation of leaked fluids.

4.1.49: DRIVER SEAT / POSITION

It is mandatory to install a FIA approved rally seat. (The technical scrutineer may extend the date validity of expired seats if he is satisfied with the condition)

The seat must be attached using the OE body mounting holes/ studs which must be reinforced.

Additional mounting points may be added.

The seat mount bracket design should respect that detailed in appendix J.

4.1.50: SAFETY HARNESS

The original seat belts must be replaced by a safety harness homologated according to FIA 8853/98 standard. It must have a minimum of four anchorage points. The two shoulder straps must have separate anchorage points and respect the horizontal & vertical angle defined in appendix J.

4.1.51: FIRE EXTINGUISHER / SYSTEMS

It is compulsory to have a 2KG dry powder type fire extinguisher installed inside the vehicle with a quick release type bracket.

4.1.52: TOWING DEVICE

One front and one rear towing device is compulsory. They must be clearly visible and marked in yellow, red or orange

4.1.53: REAR LAMPS

Each car must be fitted with a minimum of two red rear lights

4.1.54: HEAD LAMPS

FREE, and may be removed.

4.1.55: SAFETY ROLL CAGE

Installation of a safety roll cage is mandatory.

The minimum requirement is to comply with the design as detailed in fig 1a.

Safety cages can be as per the design specified in the 2023 INRC tech regulations as well.

The material, specification and dimensions should comply with Appendix J.

All body shell reinforcements required for a technically correct install of the cage are permitted.

FIGURE 1a

All cars with an OEM frame must have rollbar attached to frame.

Cars without frame use 0" (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.*



