



The Federation of Motor Sports Clubs of India

National Sports Federation recognized by the Government of India

2023 Technical Regulations for SUPER STOCK CARS (SSC)

Member of



Federation Internationale de l' Automobile

2023 Technical Regulations for Super Stock Cars – SSC

The Following Articles of 2023 FMSCI Appendix J is applicable

Art.251 – Classification and Definitions

Art.252 – General Prescriptions for Production Cars(Group N), Touring Cars(Group A)

Art.253 – Safety Equipment (Groups N, A)

All modifications are forbidden unless expressly authorized by the regulations specific to the group as mentioned below.

Art.1 - Eligible Vehicles

Any large-scale series production Touring cars manufactured or assembled in India.

The vehicles must be homologated with the FMSCI or have a completed TDF (Technical Data Form) to be eligible to compete.

Only vehicles sold as a 2010 model or newer with Normally aspirated engines or OE Factory fitted Turbo charged engines are allowed.

Art.2 - Classes

Naturally aspirated Upto 2030 cc

Turbo Upto 1180cc

Art.3 - Minimum Weight & Ballast

The minimum weight of the Naturally Aspirated cars will be cc divided by a constant which is 1.5.
The minimum weight of the Turbocharged cars will be cc divided by a constant which is 1.45.

**Turbo cars will have a multiplication factor of 1.7 times for equalization
(eg. 1176cc x 1.7 = 1999cc. minimum weight will be 1378Kgs)**

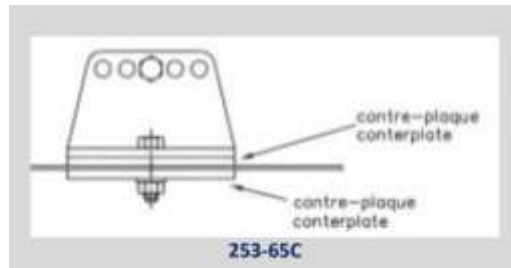
In order to balance performance, the FMSCI reserves the right to change the minimum weights at any point of time as deemed fit.

The minimum weight of the car measured will be as raced with water, oil, fuel and the driver with complete safety gear (Helmet, inners, suit, gloves, shoes, balaclava etc.)

It is permitted to complete the weight of the car by one or more ballast weights provided that they are unitary blocks, fixed by means of tools rigidly fixed to the bodyshell / chassis in a location clearly visible to the scrutineers, with the provision for sealing.

The ballast must be attached to the bodyshell/chassis at least at two fixing points by bolts of at least grade 8.8 with a minimum diameter of 10mm, with counter plates, according to the principle of Drawings 253-65C

The ballast should not have any sharp edges and all the edges must have a minimum radius of 5mm.



The minimum area of contact between bodyshell /chassis and counter plate is 40cm² for each fixing point.

Any movable ballast system is forbidden.

Failing to meet the required weight regulations will result in disqualification or exclusion of the car for the relevant session.

Art.4 - Engine

Modification to the Engine is not permitted.

Re-boring of the engine is allowed, up to a maximum of 0.5mm over the standard bore size, without this leading to the displacement exceeding the class capacity.

Oil catch can/tank is mandatory

If the bore of the engine is increased an oversize piston may be used up to a maximum of 0.5mm over the standard diameter, only if the oversize piston is homologated/TDF.

Art.4.1-Radiator

No other medium other than water is allowed as coolant.

Art.5 - Ignition System

Spark plugs, plug wire and coil are free provided they are mechanically interchangeable with the original part.

Art.6 - Throttle Body

Throttle Body / Inlet manifold must be OE (TDF / Homologated)

Art.7 - Exhaust System

Exhaust system is FREE from the 'IN' point of the first catalytic converter till the exit of the exhaust system, the maximum outer diameter of the exhaust pipe should not exceed 56mm.

The exit of the exhaust maybe on the right or left side of the car, behind the mid-point of the wheelbase and below the door sill, or exit at the rear of the car.

No part of the car must touch the ground when all the tyres on one side are deflated. This test shall be carried out on a flat surface under race conditions (occupants on board).

Art.8 – Gearbox & Differential

Modification to the Gearbox is not permitted, as well as the differential.

Art.9 - Braking System

No modifications permitted.

Brake Pad material is Free but original shape and Dimension to be maintained.

Brake Fluid Free, Brake lines, Braided hoses are allowed.

Handbrake if fitted the locking mechanism must be disabled. A hydraulic fly off hand brake is permitted.

If the car is fitted with ABS it can be made inoperative or removed.

Art.10 - Suspension

OE Shock absorbers to be used.

Shock absorber can be re-valved or higher density shock absorber oil can be used.

Springs are free provided they fit into the original top mount and bottom seating area of the shock absorber.

No alteration are permitted to the bottom spring seat mount or the top mount by the way of extra spring seats.

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

The Antiroll bar may be removed if required. The balance rod link height is FREE.

Ride height free.

No part of the car must touch the ground when all the tyres on one side are deflated. This test shall be carried out on a flat surface under race conditions (occupants on board).

Bushings and Mountings should conform to original design and size, uprated material is allowed.

Ground clearance must be such that no part of the cartouches the ground when two tyres on the same side of the car are deflated, WITH DRIVER

Art.11 - Wheels & Tyres

Wheel size is FREE. The competitor has the right to choose the rim size based on the tyre size provided / supplied by the Organizer.

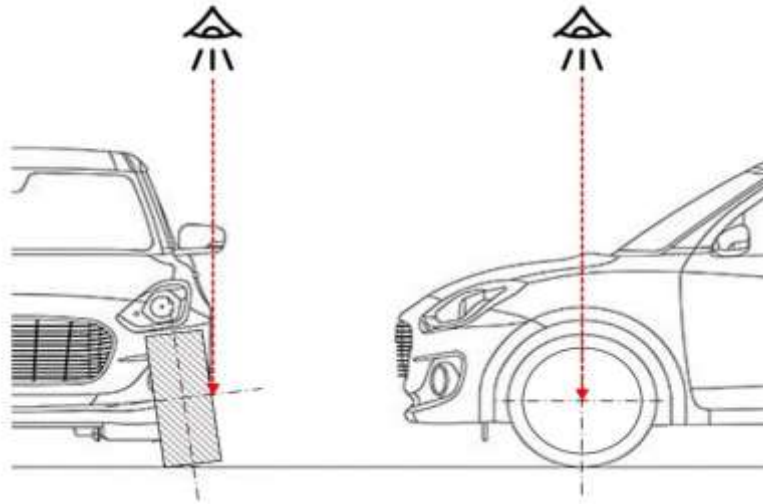
Track width is allowed to be increased by a maximum of 50mm overall from the Homologation / TDF data.

Wheel rim offset is free, provided that it complies with Maximum Track Allowed.

Spare wheel must be removed

Fixing of Hub ring is permitted and should be fixed on the alloy wheel. Hub ring material FREE

No portion of the tyre above the centre line must be visible when viewed from the top (see drawing 11-1)



11-1

Art.12 - ECU

Flashing of OE ECU is allowed

Additional Sensors and Actuators not permitted.

Wiring harness must be original and any kind of modification is forbidden.

Art.13 - Fuel Pump & Fuel

Additional fuel pump CANNOT be fitted.

Pump fuel / Racing fuel / Fuel Additives are permitted.

Methanol is not permitted.

Art.14 - Interior

Floor carpets must be removed

All sound proofing material can be removed.

Fixing of Driver hydration bottle is permitted but the bottle must be removable only by using tools (no press fits allowed)

Art.15 - Exterior

Hubcaps must be removed.

Only the front bonnet, the rear boot/ Tail gate may be made of fiberglass, metal or composite or a combination.

The fibre glass must replicate the original shape (The Moulded/Fabricated/Tinkered component should be replicate the original shape and dimensions in all respects). Failure to adhere this will result in DISQUALIFICATION FROM THE RACE.

It is permitted to replace the OE Bumpers with Fibre glass replicas, provided the shape is identical to the OE component. Failure to adhere this will result in DISQUALIFICATION FROM THE RACE.

All the openings in the Bumper can be covered with Mesh Grill (steel, plastic, etc).

The Frame/Cowl which houses the radiator assembly, if made of plastic, may be made/repaired/strengthened with metal, so long as the original position of the components, it houses remains the same as provided by the manufacturer. Any change in position is permitted if a specific regulation allows it.

Headlights can be removed. However, the opening must be covered with a fiberglass / metal plate and of same shape/profile and size as OE Headlights and be safely secured.

However, headlights must be fixed and working for night racing and need not be OE

The front grill is free and can be fabricated.

Fender linings may be removed. If fitted shape and material are FREE.

Fixing of dead pedal is allowed.

Driver ventilations are **allowed at front driver window, front passenger side window and on the roof top**. Maximum opening for each driver ventilation is 225 sq. cm.

Fiberglass Specification

Recommended to be minimum of 3mm thickness.

Ribs in the Fiberglass bonnet is MANDATORY.

The TECHNICAL DELEGATE (in his absence the Chief Scrutineer) IS THE FINAL AUTHORITY ON THE CONDITION, STRUCTURE AND SAFTY OF THE MODIFIED PARTS.

Art.16 - Door

The doors must be original as supplied by the manufacturer.

The passenger should be openable from inside and out side.

Door pads and all insulation materials may be removed.

All sound proofing material may be removed.

Art.17 - Side and Rear Windows

The use of transparent or colour less anti-shatter film on the side windows is mandatory if the original glass is used.

Rear door window glasses and the rear windshield, may be replaced with Polycarbonate of minimum 3mm thick and provided it is properly riveted or bolted.

Front & Rear fixed Quarter glasses may be replaced with Perspex.

Front doors winder mechanism may be changed to manual or vice versa.

Rear doors winder mechanism can be removed.

Art.18 - AC and Heating

The components relating to the A/C and Heating may be removed.

Art.19 - Safety

As per FMSCI Regulations Art 253 Safety Equipment & 2023 FMSCI Safety Requirements for 4W.

Protective Padding

Where the occupant's bodies could come into contact with the safety cage, flame retardant padding must be provided for protection.

Rear View

Rear view visibility must be ensured by two external rear-view mirrors (one on the right and one on the left). The rear-view mirrors may be replaced with any aftermarket replacements, as long as the viewing area is equal to or more than the OE part.

An inside rear-view mirror is mandatory

Art.20 - Fire Extinguisher

The minimum Quantity of Extinguishant for plumped system mounted must be 3kg.

Manual Extinguishers

Minimum Quantity of Extinguishant:

- AFFF 2.4liters
- FX G-TEC 2.0 kg
- Viro 3 2.0kg
- Zero360 2.0kg
- Powder 2.0kg

Fire Extinguishers to be rigidly fastened with a quick release clamps (minimum 2 nos.) fitted in an easily accessible and a visible position. The mounting bracket of the fire extinguisher must be bolted to the floor with a bolt of minimum 10 mm diameter. The bracket thickness—2MM MS SHEET METAL

Art.21 - Roll Cage Basic Structure

As per FMSCI Racing Regulations **Article-253 – Art-8.Safety Cages**

Art.22 - Reinforcement of Aprons (Front)

It is permitted to add a member between the aprons (Strut Brace), mounted only by means of bolt & nuts.

Art.23 - Sensors

Sensors (for driver development only)

Fitting of Additional Sensors are allowed, for data acquisition only

Fitting of Additional Sensors are allowed provided these cannot have any form of actuators or motors to make any electro mechanical changes

Any device capable of making electro mechanical changes without human intervention will be classified as actuator these are not allowed.

The additional sensors is for driver development and input only.

No communication of any sort between the driver and the pits or other drivers. Whether by radio, cellphone or by any other communication signals between car and pit once the car is on the track.

The drivers are not allowed to carry cell phones while on the track during the sessions.

Violation of the above regulations will entail disqualification.

Note: If any ambiguity or missing data from the Homologation / TDF form, the FMSCI may source any component from the OE manufacturers to compare dimensions.

NOTE: Changes for the 2023 Technical Regulations are highlighted in Yellow

****END****