



The Federation of Motor Sports Clubs of India

2017

**Technical Regulation
for
Turbo Class (TC-4)**

Member of		
		
Federation Internationale de l' Automobile	Federation Internationale de Motocyclisme	Indian Olympic Association

2017 Specific Technical Regulations for Turbo Class (TC-4)

The following Articles of 2017 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)

Art.254 – Specific Regulations for Production Cars (Group N)

Art.255 – Specific Regulation for Touring Cars (Group A)

It is permitted to use after market replacement parts as long as such parts are in conformity with the homologated parts (including of Optional Variants in Group N) in ALL ASPECTS except the brand name. Such parts should have no additional functions relative to the original parts.

Series Part (SP)

Series Part being original parts or replacement parts identical to the original parts as fitted to the car / engine at the time of manufacture or subsequently replaced due to use or accident. All such parts shall be available through the original car manufacturer's dealer network. All relevant specifications shall be referenced from the manufacturers' official data or applicable FIA/FMSCI homologation form or TDF form.

Free Part (FP)

Free Part being parts that may be freely sourced. Such parts may be removed or replaced with another part on condition that the substitute part has no additional function relative to the part it replaces. These parts may have other conditions imposed under these technical regulations.

Classes

Up to 1250cc

Above 1251cc up to 1600cc

1.1 Definition

Large scale series production touring cars (made in India)

Modification to the Engine and Gearbox is not permitted.

Group N regulations will apply.

The vehicle must comply with the Technical Regulations of the Super Stock Class.

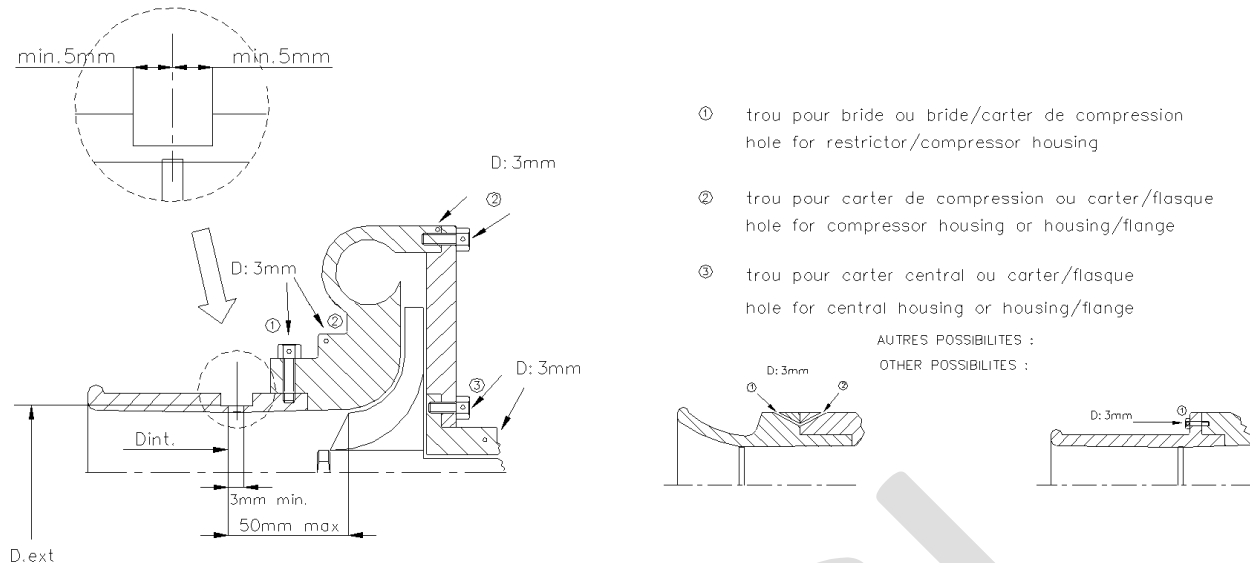
Eligible of cars:

Only 2010 and later Manufactured Cars are allowed

Only OE Manufacturer Turbo cars are allowed

Restrictor

The maximum internal diameter of the restrictor is 33 mm, maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades, this distance being measured along the neutral axis of the intake duct (see Drawing 254-4).



254-4

This diameter must be complied with, regardless of the temperature conditions.

The external diameter of the restrictor at its narrowest point must be less than 39 mm, and must be maintained over a distance of 5 mm to each side.

The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorised. For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing.

The heads of the screws must be pierced so that they can be sealed. The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see Drawing 254-4).

In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 22.6 mm.

2.1 ECU

FREE

Modifications to the wiring harness must be within 10 inches from ECU connector. Additional Sensors and Actuators not permitted.

Removal of all elements between Air Filter Box and Resonator is permitted. Any ducting may be added to the front of the entry point of the air filter and must be within the Engine Compartment.

3.1 Differential

LSD is permitted.

The use of mechanical type Limited Slip Differential is authorized provided that it can be fitted in the series housing without any modification.

4.1 Suspension

Shock absorbers and Springs free, **2 way damping is permitted**. External shock canisters allowed.

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.

Ride height free.

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

Ground clearance must be such that the bodywork does not touch the ground when two tyres on the same side of the car are deflated.

5.1 Tyres

Maximum size of 15 inch is allowed in 1250cc

Maximum size of 17 inch is allowed in 1600cc

6.1 Braking System

No modification permitted.

Handbrake: Fly-off hand brake is permitted.

Brake Pads are Free but original shape and Dimension to be maintained.

Brake Fluid Free

7.1 Exterior

A fabricated shield may be incorporated in place of an AC condenser. Hubcaps must be removed.

- i. Only the front bonnet, front fenders and the rear boot/ Tail gate may be made of fiberglass or carbon fiber.
- ii. Headlights can be removed. However the opening must be covered with a fiberglass / metal plate and be safely secured.

Fiberglass Specification

Fiberglass must be minimum of 3mm thickness.

Fire Retardant Resin (FRR) must be used in Fiberglass making.

Ribs in the Fiberglass bonnet is recommended.

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

8.1 Interior

- i. The use of a fixed back—with headrest—securely mounted seat is mandatory. FIA homologated racing seats are mandatory.
- ii. The fitment of a 5-point harness with a 5-point mounting or more point's harness with turn buckle is mandatory. FIA homologated harness is mandatory.
THE TECHNICAL DELEGATE (in his absence the Chief Scrutineer) IS THE FINAL AUTHORITY ON THE CONDITION AND SAFETY OF THE SEATS AND SEATBELTS USED
- iii. The passenger seat and rear seat(s) may be removed.
- iv. The removal of soundproofing, insulating material and carpeting is permitted.
- v. The steering wheel is free. The locking anti theft system device must be inoperative.
- vi. Extra gauges or meters are permitted.
- vii. Spare wheel & AC blower units may be removed.

9.1 Door

Must be original as supplied by the manufacturer.

Door pads and all insulation materials may be removed.

10.1 Fuel Pump

Additional fuel pump CANNOT be fitted.

11.1 Safety

2017 FMSCI Safety Regulations (Article 253)

Fire Extinguisher Systems Mounted

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

Manual Extinguishers

Minimum Quantity of Extinguishant:

AFFF	2.4 liters
FX G-TEC	2.0 kg
Viro 3	2.0 kg
Zero 360	2.0 kg
Powder	2.0 kg

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

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

Reward visibility must be ensured by two external rear-view mirrors (one on the right and one on the left).

An inside rear view mirror is optional

12.1 Weight

The minimum weight of the cars will be "cc" divided by a constant which is **1.3 for 1250cc and 1.65 for 1600cc** WITH DRIVER. This is the real weight of the car WITH DRIVER.

All the liquid tanks (lubrication, cooling, braking, heating where applicable) must be at the normal level foreseen by the manufacturer, with the exception of the windscreen wiper.

13.1 Roll Cage

Basic Structure

The basic structure must be made according to one of the following designs :

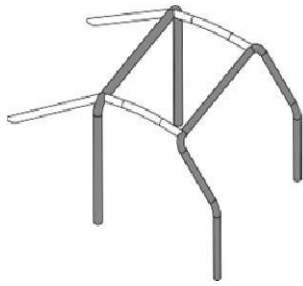
1 main rollbar + 1 front rollbar + 2 longitudinal members + 2 backstays + 6 mounting feet (Drawing 253-1)

or

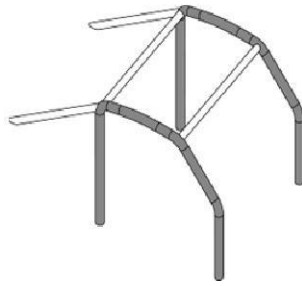
2 lateral rollbars + 2 transverse members + 2 backstays + 6 mounting feet (Drawing 253-2)

or

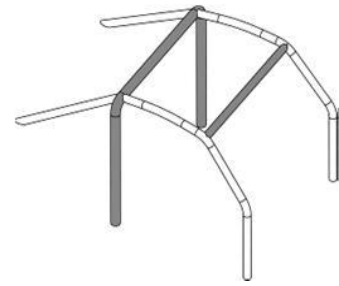
1 main rollbar + 2 lateral half-rollbars + 1 transverse member + 2 backstays + 6 mounting feet (Drawing 253-3)



253-1



253-2



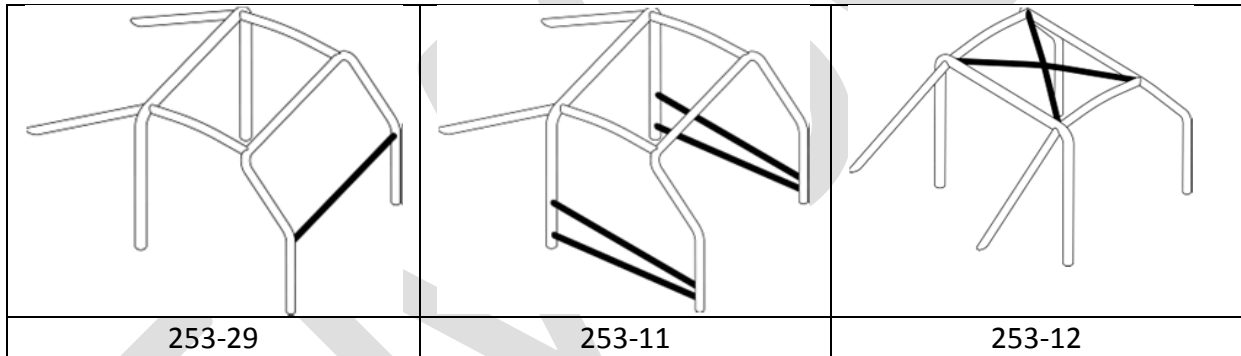
253-3

Compulsory members and reinforcements

Cold drawn seamless unalloyed carbon steel tube (Containing a maximum of 0.3% of carbon) with a minimum tensile strength of 350 N/mm²

The minimum dimensions being 45mm X 2.5mm or 50mm X 2mm.

The basic minimum structural requirement as per Drawing 253-29 with side impact bars as in Drawing 253-11 and roof reinforcement Drawing as in 253-12. (Single Cross member is also allowed in Drawing 253-12).



14.1 Ballast

It is permitted to complete the weight of the car by one several ballast provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit, visible and sealed by the scrutineers.

Note : Other than the modifications permitted expressly above should follow 2017 Group N Technical Regulations FMSCI.