

# BULLETIN

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## 2019 Technical Regulations for Indian Touring Cars

### BULLETIN NUMBER 1 – ITC TECHNICAL REGULATIONS-2019

### WILL BE ENFORCED WITH IMMEDIATE EFFECT- 10-7-2019

### AMMENDMENT/CHANGE TO ARTICLE 8.1 OF THE ITC REGULATIONS

As the turbo is free in the ITC group for racing, we find it necessary to amend the restrictor regulation so as to accommodate fitment to all aftermarket turbo's. The fig in article 254-4, as mentioned in the present technical regulations of ITC-2019 does not justify the freedom of choice of turbo's as permitted in the regulations. As the fitment of the restrictor as per drawing (254-4), is only for a selective group of turbo's, the new regulation on turbo restrictor design to accommodate all types of turbo's is mentioned below.

### ARTICLE 8.1 IN THE ITC TECHNICAL REGULATIONS - WILL READ AS MENTIONED BELOW.

#### CHANGED TO

#### 8.1-Induction System

Components of the Induction, NA / turbo system (one turbo per vehicle) are free.

The restrictor design is **free provided** it complies with the points mentioned below.

1. **All the air** fed through the turbo and to the engine **must pass** through the restrictor only. The Technical Delegate may insist on the competitor to reveal all the air flow to the engine.
2. **Any air** found to bypass the restrictor, by way of a leak, intentional or unintentional, shall be considered as non conformity.
3. The restrictor internal diameter shall be a maximum of 30mm and this diameter has to be maintained for a minimum length of 3mm, unless otherwise stated in the regulations.
4. This diameter must be complied with, regardless of the temperature conditions.
5. The **maximum** distance, inclusive of the restrictor minimum length (3mm) shall be **no more than 150mm** from the outer most upstream extremity of the blades of the compressor wheel.
6. The fitment of the restrictor housing **must** be by way of bolts, on to the turbo housing. Threading the original housing for bolting the restrictor is permitted. The restrictor housing must be fitted, by using an intermediate 'O' ring, to ensure proper sealing. The technical delegate will verify the fitment, when the sealing is done. Removal of the restrictor housing may

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be necessary to satisfy the scrutineers of the method of sealing of air intake into the turbo. Additional sealing methods are permitted.

Failure of the sealing methods used, which could allow additional air bypassing the restrictor, will lead to nonconformity.

7. Fitment of the restrictor housing by way of grub screw is not permitted.
8. Holes for sealing must be provided in at least two of the bolts of the restrictor housing, adjacent to one another, which would ensure that the housing can never be removed without cutting the seal and removal of bolts.
9. Sealing of the compressor housing to the body of the turbo will be done by sealing two adjacent bolts. One seal may be used to seal all the four bolts (2 Bolts for Restrictor to turbo housing and the 2 bolts for turbo housing to the main body).
10. The diameter of the holes provided for sealing in the bolts shall be no more than 3 mm
11. It will be duty of the competitor to ensure the sealing is done in a way which will not allow removal of the sealed components without breaking the seals.
12. The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing.

**Issued by the FMSCI**

**\*\* END \*\***



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