



The Federation of Motor Sports Clubs of India

2018

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

Member of



Federation Internationale
de l' Automobile



Federation Internationale
de Motocyclisme



Indian Olympic Association

2018 Specific Technical Regulations for Turbo Class (TC-4)

The following Articles of 2018 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)

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

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.

Eligible Vehicles

Any large scale series production Touring car manufactured / assembled in India.

Only vehicles with Homologation / TDF (Technical Data Form) are allowed.

Only 2010 and later sold cars are allowed.

Only OE Manufacturer Turbo Cars are allowed.

Classes

Up to 1450cc

Restrictor

Restrictor Size 24mm

Weight

The minimum weight of the cars will be "cc" divided by a constant which is **1.3 for 1450cc 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.

1.1 Engine and Gearbox Mount

Engine and Gear Box Mount Materials Free

Not their numbers

2.1 Exhaust

Free after Factory Turbo down pipe

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

Rear Exhaust is also permitted

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 Braking System

No modification permitted.

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

Brake Fluid Free

Brake Hoses Braided Hoses are allowed

5.1 Suspension

Shock absorbers and Springs free, 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.

Front Suspension Top mounts Free

Camber and Caster can be modified - (camber/caster change only through top mounts)

3 way dampers are permitted - (One way, two way and three way dampers are allowed)

6.1 Tyres

15 inch / 17 inch tyres are allowed as supplied by the Organizer

7.1 ECU

FREE

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

Air Filter Free. Any ducting may be added to the front of the entry point of the air filter and must be within the Engine Compartment.

8.1 Fuel Pump

Additional fuel pump CANNOT be fitted.

9.1 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.

10.1 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.

11.1 Doors

Must be original as supplied by the manufacturer.

Door pads and all insulation materials may be removed.

12.1 Safety Equipment

2018 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

13.1 Roll Cage

Basic Structure

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

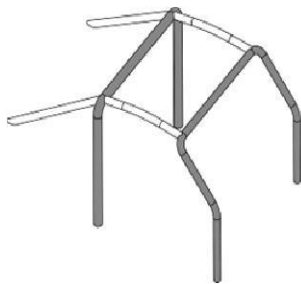
1 main rollbar + 1 front rollbar + 2 longitudinal members + 2 backstays + 6 mounting feet (Drawing 253-1)

or

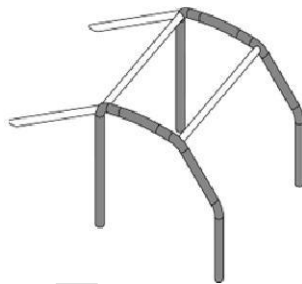
2 lateral rollbars + 2 transverse members + 2 backstays + 6 mounting feet (Drawing 253-2)

or

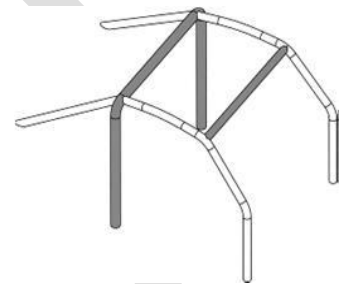
1 main rollbar + 2 lateral half-rollbars + 1 transverse member + 2 backstays + 6 mounting feet (Drawing 253-3)



253-1



253-2



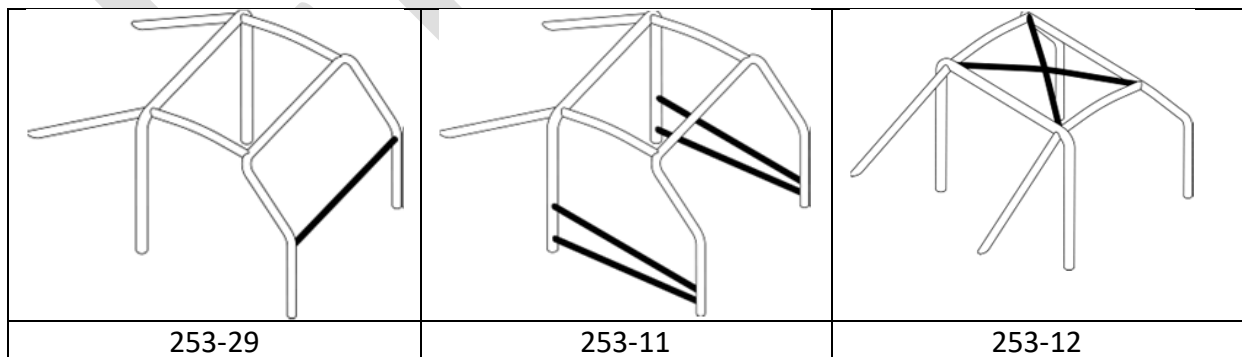
253-3

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 Specific Regulations for Production Cars Group N 2018.