

2013 Technical Regulations for INDIAN TOURING CARS

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FMSCI ITC Technical Regulations – a) upto 1799 cc
b) above 1800 cc UPTO 2200CC.

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

1. Eligible Vehicles

Any Vehicles manufactured / Assembled in India Only.

2. Weights

2.1 The minimum weight of the cars with water, oil, fuel and the driver (Wearing Racing gear and Helmet) shall be the declared cubic capacity of the engine divided by 1.65. (Eg. 1300cc / 1.65 = 787.87 kg.)

In order to maximize equality of performance, the FMSCI reserves the right to adjust the minimum weight of a class.

2.2 These minimum weights must be respected at all times during the event.

2.3 It is permitted to complete the weight of the vehicle by one or several ballasts, provided that they are safely secured, visible and approved by the scrutineers. Holes in the mounting points must be provided for sealing.

2.4 The organisers have the right to weigh the cars at any time during the event.

2.5 Failing to meet the required weight regulations will result in exclusion of the relevant car.

3. Engine

3.1 Indian Engines generic to the make of the donor chassis from the same family of the manufacturer only can be used, e.g.

an esteem can be fitted with any Maruti engine only. Cylinder Head and Block as a unit may be used. Internals are FREE. Two classes of ITC can be run, one with Cubic Capacity restricted to 1799 and 2nd category 1800 to 2200 cc. The events may be run concurrently for both the classes.

3.2 All modifications are permitted to the engine

3.3 Cylinder Head

3.3.1 All modifications are permitted to the Cylinder Head including addition and removal of material. Modifications such as drilling, welding, larger valves, machining, porting, manifolding etc are free. Only the donor engine including the cylinder head may be used. for example

the esteem engine with imported dual overhead cams are not allowed. Any sub assembly which is available from a donor engine from a car marketed in India can be used.

3.4.1 The Compression Ratio is free

3.5 Ignition & ECU Free

3.6 Flywheel Free

3.7 Induction

3.7.1 Any naturally aspirated engines only ex. Carburetor, Fuel Injection.

Cold Air Intakes are allowed FROM ANY PLACE. Turbo Chargers / Super Chargers are not allowed.

3.8 Exhaust Free

3.9 Lubricants Free. Dry sump lubrication is permitted.

3.10 Cooling System Free

4. Engine and Gearbox Mountings free, adding additional mounting points and strengthening original mounting points is allowed.

5. Braking System Free, but must be dual circuit brakes.

6. Steering System Free

7. Transmission : Gearbox casing must be original from any donor car marketed in India but must be from the same family of manufacturer. . The Internals are FREE , LSD's are allowed.

8. Suspension

8.1 Free. Ride height free. 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

9. Rims and Tyres : FREE

10. Fuel

Only petrol may be used. Commercial aviation fuel conforming to 100/130 AV gas is permitted. Commercially available, Branded Additives and Octane boosters which are marketed in multiple locations and are accessible to all competitors are allowed . NO top fuels allowed.' fuels which are oxygenated , combined with nitro , in any form including nitromethane or alcohol or any other process which enriches the oxygen content of the fuel is not allowed. Nitrous oxide or any other gaseous substances shall not be allowed to be injected by the engine by any means whatsoever.

11. Safety Equipment

11.1 All safety related equipment such as the Seats , Helmets , Shoes , attire , Safety Harnesses etc should be FIA certified products and the roll cage should be of FIA design.

12. Bodywork (Interior and Exterior)

12.1. THE TECHNICAL DELEGATE (in his absence the Chief Scrutineer) IS THE FINAL

AUTHORITY ON THE CONDITION AND SAFETY OF THE SEATS AND SEATBELTS USED

- 12.2. The passenger seat and rear seat(s) may be removed.
- 12.3 . The removal of soundproofing, insulating material and carpeting is permitted.
- 12.4. The steering wheel is free. The locking anti theft system device must be inoperative.
- 12.5. Extra gauges or meters are permitted.
- 12.6. Door pads & dashboards may be removed.
- 12.7. Spare wheel & AC blower units may be removed.
- 12.8. Spoilers and wings may be added, wheel spats / arches may be incorporated, as long as the tyres are within the extensions, in plan.
- 12.9. Fitment of wings etc will be passed by the scrutineers only if deemed safe.

13. Exterior

i. Only the rear doors, front passenger door, front bonnet, front fenders and the rear boot may be made of fiberglass or carbon fiber. In place of the rear doors, a fiberglass / carbon fiber filler section may be securely fixed. Driver's door outer steel panel must be original equipment inside frame can be lightened /removed.. Rear windscreen and door glasses may be replaced with clear

Perspex.

Original bumpers may be replaced by Fiberglass bumpers.

ii. Headlights can be removed. However the opening must be covered with a fibre glass / metal plate and be safely secured unless it is used as an air intake.

iii. 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).

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

14.1. Hans device is compulsory.

14.2 The driver equipment and helmet must be presented to the series scrutineers or race officials for eligibility.

14.3 Drivers will be required to wear safety attire during all practices and races.

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