



The Federation of Motor Sports Clubs of India

2011 Technical Regulations for Indian Touring Car

A large, faded version of the 'fmsci' logo is positioned behind the title text, serving as a watermark. It includes the same three colored bars above the 'i'.

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

1. Eligible Vehicles

- 1.1 ~~Any~~ Vehicles manufactured / Assembled in India Only.
- 1.2 The engine and the power train ~~may~~ cannot be shifted from the front to the rear.
- 1.3 LSDs are permitted and the make and function is free

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 1.75. (Eg. 1300cc / 1.75 = 742 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 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. **The Cubic Capacity will be restricted to 1799 cc.**

3.2 All modifications are permitted to the engine

3.3 Cylinder Head

3.3.1 All modifications are permitted to the Cylinder Head ~~except~~ including addition and removal of material. **Modifications such as drilling , welding , larger valves, machining , porting , manifolding etc are free.**

3.4 Compression Ratio

3.4.1 The Compression Ratio is free

3.5 Ignition & ECU

3.5.1 Free

3.6 Flywheel

3.6.1 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

3.8.1 Free

3.9 Lubricants

3.9.1 Free. Dry sump lubrication is permitted.

3.10 Cooling System

3.10.1 Free

4. Engine and Gearbox Mountings

4.1 Free, **adding additional mounting points and strengthening original mounting points is allowed.**

5. Braking System

5.1 Free, but must be dual circuit brakes. **Rear Disc Brakes are recommended.**

6. Steering System

6.1 Free

7. Transmission

7.1 Gearbox / Final Drive casing must be Indian. The Internals are FREE

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

9.1 Tyres - specified by the Organiser.

9.2 Rims –Free

10. Fuel

10.1 Only petrol may be used. **Commercial aviation fuel conforming to 100/130 AV gas is permitted. Commercially available, Branded Additives and Octane boosters allowed.**

11. Safety Equipment

11.1 As per FMSCI Group N Technical Regulations

12. Bodywork (Interior and Exterior)

12.1. Interior

i. The use of a fixed back—with headrest-securely mounted seat is mandatory. FIA homologated racing seat is recommended.

ii. The fitment of a 4-point harness with a 4-point mounting or more point's harness is mandatory. FIA homologated harness is recommended.

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. Door pads & dashboards may be removed.
- viii. Spare wheel & AC blower units may be removed.
- ix. Spoilers and wings may be added, wheel spats / arches may be incorporated, as long as the tyres are within the extensions, in plan.
- x. Fitment of wings etc will be passed by the scrutineers only if deemed safe.

12.2. 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 must be original equipment. 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.**

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.

13. Driver Equipment

13.1 All drivers must be equipped with any FMSCI or FIA race approved fire retardant race suit, gloves and boots. A minimum of an ISI approved full face helmet is mandatory.

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

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

**** END ****