

2008 MAI Technical Regulations – I
Classification and Definitions

With effect from 1st January 2008

ARTICLE 1: CLASSIFICATION

1.1 Categories and groups

The cars used in competition shall be divided up into the following categories and groups:

Category I:

- Group N: Production Cars
- Group N+: Modified Production Cars

1.2 Cubic capacity classes

The cars will be divided up into the following classes according to their cubic capacity:

1. 1. From 801cc upto and including 1100cc. GROUP N
2. From 1101cc upto and including 1400cc. GROUP N
3. From 1101cc upto and including 1400cc. GROUP N
4. From 1401cc upto and including 1600cc. GROUP N
5. From 1401cc upto and including 1600cc. GROUP N+
6. From 1601cc upto and including 2000cc GROUP N+

Unless otherwise specified in special provisions imposed by the MAI for a certain category of events, the organisers are not bound to include all the above-mentioned classes in the Supplementary Regulations and, furthermore, they are free to group two or more consecutive classes, according to the particular circumstances of their events.
No Class can be subdivided.

ARTICLE 2: DEFINITIONS

2.1 General conditions

2.1.1) Series Production cars (Category I):

Cars of which the production of a certain number of identical examples (see definition of this word hereinafter) within a certain period of time has been verified at the request of the manufacturer, and which are destined for normal sale to the public (see this expression).

Cars must be sold in accordance with the homologation form.

2.1.2) XXX

2.1.3) XXX

2.1.4) **Identical cars:**

Cars belonging to the same production series and which have the same bodywork (outside and inside), same mechanical components and same chassis (even though this chassis may be an integral part of the bodywork in case of a monocoque construction).

2.1.5) Model of car:

Car belonging to a production-series distinguishable by a specific conception and external general lines of the bodywork and by an identical mechanical construction of the engine and the transmission to the wheels.

2.1.6) Normal sale:

Means the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer.

2.1.7) Homologation:

Is the official certification made by the MAI that a minimum number of cars of a specific model has been made on series-production terms to justify classification in Production Cars (Group N) of these regulations.

It must be established in accordance with the special regulations called "Regulations for homologation", laid down by the FIA. Homologation of a series-produced car will become null and void 7 years after the date on which the series-production of the said model has been stopped (series-production under 10 % of the minimum production of the group considered).

The homologation of a model can only be valid in one group, Production Cars (Group N) / Touring Cars (Group A)

2.1.8) Homologation forms:

All cars recognised by the MAI will be the subject of a descriptive form called homologation form on which shall be entered all data enabling identification of the said model.

This homologation form defines the series as indicated by the manufacturer.

According to the group in which the competitors race, the modification limits allowed for MAI National competition for the series, are stated in MAI Technical Regulations I, II, III, IV.

The presentation of the forms at scrutineering and/or at the start may be required by the organisers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

Likewise, if a Group A car fitted with a kit variant (see below) concerning the chassis/shell is used, the original certificate supplied at the time of mounting by a centre approved by the manufacturer must be presented.

Should the date for the coming into force of a homologation form fall during an event, this form will be valid for that event throughout the duration of the said event.

With regard to Production Cars (Group N), apart from the specific form for this group, the Touring Cars (Group A) form must also be submitted.

In case of any doubt remaining after the checking of a model of car against its homologation form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

In case of lack of sufficient accurate documentation, scrutineers may carry out direct scrutineering by comparison with an identical part available from a concessionaire.

It will be up to the competitor to obtain the homologation form concerning his car from his ASN.

Description:

A form breaks down in the following way:

- 1) A basic form giving a description of the basic model.
- 2) At a later stage, a certain number of additional sheets describing "homologation extensions", which can be "variants", or "errata" or "evolutions".

a - Variants (VF, VP, VO, VK)

These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or production variants (VP) (supplied on request and available from dealers), or option variants (VO) (supplied on specific request), or "kits" (VK) (supplied on specific request).

b - Erratum (ER)

Replaces and cancels an incorrect piece of information previously supplied by the constructor on a form.

c - Evolution (ET, ES)

Characterises modifications made on a permanent basis to the basic model (complete cessation of the production of the car in its original form in the case of the evolution of the type (ET), or sporting evolution (ES) intended to render a model more competitive.

Use:

1) Variants (VF, VP, VO, VK)

The competitor may use any variant or any part of a variant as he wishes, only on condition that all the technical data of the vehicle, so designed, conforms to that described on the homologation form applicable to the car, or expressly allowed by Appendix J of the FIA.

The combination of several VO's on the following parts is prohibited: Turbocharger, brakes and gearbox.

For example, the fitting of a brake caliper as defined on a variant form is only possible if the dimensions of the brake linings, etc. obtained in this way, are indicated on a form applicable to the car in question. (For Production Cars (Group N), see also Art. 254-2 of the FIA).

As far as kit-variants (VK) are concerned, they may not be used only under the conditions indicated by the manufacturer on the homologation form. This concerns in particular those groups of parts which must be considered as a whole by the competitor, and the specifications which are to be respected, if applicable.

2) Evolution of the type (ET)

(For Production Cars - Group N, see also Art. 254-2 of the FIA)

The car must comply with a given stage of evolution (independent of the date when it left the factory), and thus an evolution must be wholly applied or not at all.

Besides, from the moment a competitor has chosen a particular evolution, all the previous evolutions should be applied, except where they are incompatible.

For example, if two brake evolutions happen one after another, only that corresponding to the date of the stage of evolution of the car will be used.

3) Sporting evolution (ES)

Since the ES form refers to a previous extension, or to the basic form, the car must correspond to the stage of evolution corresponding to this reference; moreover, the Sporting Evolution must be applied in full.

2.1.9) Mechanical components:

All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

2.1.10) Original or series parts:

A part which has undergone all the stages of production foreseen and carried out by the manufacturer of the vehicle concerned, and originally fitted on the vehicle.

No abrasive material may be used on any component, which would alter the surface finish of the original part.

2.1.11) Composite:

Material formed from several distinct components, the association of which provides the whole with properties which none of the components taken separately possesses.

2.2 Dimensions

Perimeter of the car seen from above:

The car as presented on the starting grid for the event in question.

2.3 Engine

2.3.1) Cylinder capacity:

Volume V generated in cylinder (or cylinders) by the upward or downward movement of the piston(s).

$$V = 0.7854 \times b^2 \times s \times n$$

Where: b = bore

s = stroke

n = number of cylinders

2.3.2) XXX

2.3.3) Cylinder block:

The crankcase and the cylinders.

2.3.4) Intake manifold:

In the case of a carburettor induction system:

- Part collecting the air-fuel mixture from the carburettor(s) and extending to the cylinder head gasket face.

In the case of a single-valve injection induction system:

- Part extending from the body of the butterfly valve inclusive to the cylinder head gasket face, collecting and regulating the air or the air-fuel mixture flow.

In the case of a multi-valve injection induction system :

- Part extending from the butterfly valves inclusive to the cylinder head gasket face, collecting and regulating the air or the air-fuel mixture flow.

In the case of a diesel engine :

Unit mounted to the cylinder head, which distributes the air from one inlet or a sole duct to the cylinder head ports.

2.3.5) Exhaust manifold:

Part collecting together at any time the gases from at least two cylinders from the cylinder head and extending to the first gasket separating it from the rest of the exhaust system.

2.3.6) For cars with a turbocharger, the exhaust begins after the turbocharger.

2.3.7) Sump:

The elements bolted below and to the cylinder block which contain and control the lubricating oil of the engine.

These elements must not have any mounting part of the crankshaft.

2.3.8) **Engine compartment:**

Volume defined by the structural envelope closest to the engine.

2.3.9) Lubrication by dry sump:

Any system using a pump to transfer oil from one chamber or compartment to another, to the exclusion of the pump used for the normal lubrication of the engine parts.

2.3.10) Static gasket for mechanical parts

The only function of a gasket is to ensure the sealing of at least two parts, fixed in relation to each other.
The distance between the faces of the parts separated by the gasket must be less than or equal to 5 mm.

2.3.11) Exchanger:

Mechanical part allowing the exchange of calories between two fluids.
For specific exchangers, the first-named fluid is the fluid to be cooled and the second-named fluid is the fluid that allows this cooling.
e.g. Oil/Water Exchanger (the oil is cooled by the water).

2.3.12) Radiator:

This is a specific exchanger allowing liquid to be cooled by air.
Liquid / Air Exchanger.

2.3.13) Intercooler or Supercharging Exchanger:

This is an exchanger, situated between the compressor and the engine, allowing the compressed air to be cooled by a fluid.
Air / Fluid Exchanger.

2.4 Running gear

The running gear includes all parts totally or partially unsuspended.

2.4.1) Wheel:

Flange and rim.

By complete wheel is meant flange, rim and tyre.

2.4.2) Friction surface of the brakes:

Surface swept by the linings on the drum, or the pads on both sides of the disc when the wheel achieves a complete revolution.

2.4.3) Mac Pherson suspension:

Any suspension system in which a telescopic strut, not necessarily providing the springing and/or damping action, but incorporating the stub axle, is anchored on the body or chassis through single attachment point at its top end, and pivots at its bottom end either on a transversal wishbone locating it transversally and longitudinally, or on a single transversal link located longitudinally by an anti-roll bar, or by a tie rod.

2.4.4) Twist beam axle :

Axle made of two longitudinal trailing arms, each attached to the bodyshell through a joint, and rigidly attached one to the other through a transversal structure, the torsion stiffness of which is low compared to its bending stiffness.

2.5 Chassis - Bodywork

2.5.1) Chassis:

The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.

2.5.2) Bodywork:

- externally: all the entirely suspended parts of the car licked by the airstream.

- internally: cockpit and boot.

Bodywork is differentiated as follows:

- 1) Completely closed bodywork
- 2) Completely open bodywork
- 3) Convertible bodywork with the hood in either supple (drop-head) or rigid (hardtop) material.

2.5.3) Seat:

The two surfaces making up the seat cushion and seatback or backrest.

Seatback or backrest:

Surface measured from the bottom of a normally seated person's spine.

Seat cushion:

Surface measured from the bottom of the same person's spine towards the front.

2.5.4) Luggage compartment:

Any volume distinct from the cockpit and the engine compartment inside the vehicle.

These volumes are limited in length by the fixed structures provided for by the manufacturer and/or by the rear of the seats and/or, if this is possible, reclined at a maximum angle of 15° to the rear.

These volumes are limited in height by the fixed structures and/or by the detachable partitions provided for by the manufacturer, or in the absence of these, by the horizontal plane passing through the lowest point of the windscreen.

2.5.5) Cockpit:

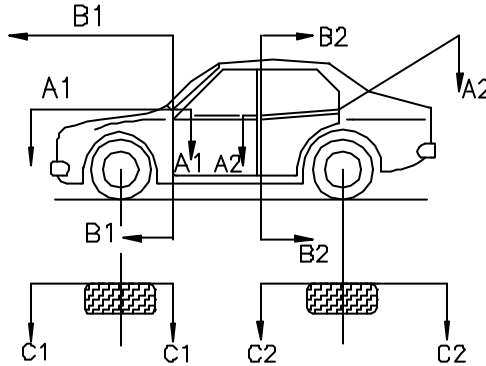
Structural inner volume which accommodates the driver and the passengers.

2.5.6) Bonnet:

Outer part of the bodywork which opens to give access to the engine.

2.5.7) Mudguard:

A mudguard will be considered to be the area defined according to drawing 251-1.



251-1

Front mudguard: The area licked by the airstream, defined by the inner face of the complete wheel of the standard car (C1/C1), the front edge of the front door (B1/B1), and situated below the plane parallel to the door sills and tangent to the lower corners of the visible part of the windscreen (A1/A1).

Rear Mudguard: the area licked by the airstream, defined by the inner face of the complete wheel of the standard car (C2/C2), the front edge of the rear door (B2/B2), and situated below the lower edge of the visible part of the window of the rear side door, and below the tangent to the lower corner of the visible part of the rear windscreen and to the lower rear corner of the visible part of the side window of the rear door (A2/A2).

In the case of a two-door car, B1/B1 and B2/B2 will be defined by the front and rear of the same door.

2.5.8) Louvres:

Combination of inclined slats that conceal an object situated behind them while allowing air to pass through.

2.6 Electrical system

Headlight: Any signal the focus of which creates an in-depth luminous beam directed towards the front.

2.7 Fuel tank

Any container holding fuel likely to flow by any means whatsoever towards the main tank or the engine.

2.8 Automatic Gearbox

- This is made up of a hydrodynamic torque converter, a box with epicyclic gears equipped with clutches and multi-disc brakes and having a fixed number of reduction gears, and a gear change control.

The gear change can be achieved automatically without disconnecting the engine and gearbox, and thus without interrupting the engine torque transmission.

- Gearboxes with continually variable transmission are considered as automatic gearboxes with the particularity of having an infinite number of reduction ratios.

ARTICLE 3:

2.1.8) Homologation forms

The presentation of the forms at scrutineering and/or at the start will be required by the organisers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

**The form presented must imperatively be printed:
On stamped/watermarked paper from an ASN.**