

**2008 MAI Technical Regulations – II
General Prescriptions**

With effect from 1st January 2008

ARTICLE 1: GENERAL REMARKS

1.1 Modifications

All modifications are forbidden unless expressly authorised by the regulations specific to the group in which the car is entered or by the general prescriptions below or imposed under the chapter "Safety Equipment".

The components of the car must retain their original function.

BLUE PRINTING OF ENGINES IS NOT PERMITTED.

(No abrasive material may be used, which may cause a change to the surface finish of engine components (e.g. cylinder head ports, and inlet manifolds, pistons, connecting rods, cylinder head combustion chambers, carburetors, valves, and valve guides) - the finish of the component should be as supplied by the manufacturer.) SLEEVING OF THE BORE IS PERMITTED, SO LONG AS THE HOMOLOGATED DIAMETER IS RESPECTED.

1.2 Application of the general prescriptions

The general prescriptions must be observed in the event that the specifications of Production Cars (Group N) do not lay down a more strict prescription.

1.3 Material

The use of a material which has a specific yield modulus greater than 40 Gpa/g/cm³ is forbidden, with the exception of plugs, exhaust coatings, water pump turbo joints, brake pads, brake calliper piston coatings, rolling elements of bearings (balls, needles, rollers), electronic components and sensors, parts weighing less than 20 g and all coatings with a thickness less than or equal to 10 microns.

The use of a metallic material which has a specific yield modulus greater than 30 Gpa/g/cm³ or of which the maximum specific UTS is greater than 0.24 Mpa/kg/m³ for non-ferrous material and 0.30 Mpa/kg/m³ for ferrous materials (i.e. 80% iron) is forbidden for the

making of all the parts that are free or homologated as an Option Variant.

Ti-6Al-4V ASTM grade 5 type titanium alloy (5.5 < Al < 6.75, C max 0.10, 3.5 < V < 4.5, 87.6 < Ti < 91) is authorised, except for certain parts for which titanium is expressly forbidden.

No turning part of a turbocharger or of any equivalent supercharging system (except the rolling parts of the bearings) may be made from ceramic material or have a ceramic coating.

These restrictions do not concern the parts homologated with the standard vehicle.

The use of magnesium alloy sheet metal with a thickness less than 3 mm is prohibited.

1.4 It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the meeting that his automobile complies with these regulations in their entirety at all times during the event.

1.5 Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

1.6 XXX

1.7 "Free" part

"Free" means that the original part, as well as its function(s), may be removed or replaced with a new part, on condition that the new part has no additional function relative to the original part.

ARTICLE 2: DIMENSIONS AND WEIGHT

2.1 Ground clearance

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).

2.2 Ballast

It is permitted to complete the weight of the car by one or several ballasts 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.

Application: GROUP N +

No kind of ballast is authorised in Production Cars (Group N).

In rallies, however, the carrying of tools and spare parts for the car in the cockpit and/or inside the engine bay and/or inside the boot only will be allowed under the conditions laid down in article 253.

ARTICLE 3: ENGINE

- 3.1 XXX
- 3.2 XXX
- 3.3 XXX
- 3.4 XXX
- 3.5 XXX

3.6 Exhaust system and silencer

Even when the specific provisions for a group allow the replacement of the original silencer, the cars competing in an open-road event shall always be equipped with an exhaust silencer complying with the traffic regulations of the country (ies) through which the event is run.

For all cars used in Rallies and unless the limits imposed by the local authorities are lower, the noise level on the open road must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm for petrol engines and 2500 rpm for diesel engines.

Moreover, adequate protection must be provided in order to prevent heated pipes from causing burns.

The exhaust system must not be provisional.

Exhaust gas may only exit at the end of the system.

Parts of the chassis must not be used to evacuate exhaust gasses.

3.7 Starting on board the vehicle

Starter with electric or other source of energy on board operable by the driver when seated in the seat.

3.8 Cylinders

For non-sleeved engines, it will be possible to repair the cylinders by adding material, but not parts. (Sleeving is permitted for Group N)

ARTICLE 4: TRANSMISSION

All cars must be fitted with a gearbox including a reverse gear which must be in working order when the car starts the event, and be able to be operated by the driver when he is normally seated.

Welding or locking of the differential pin (spider pin) to the differential cage is permitted

ARTICLE 5: SUSPENSION

Suspension parts made partially or entirely from composite materials are prohibited.

ARTICLE 6: WHEELS

Wheels made partially or entirely from composite materials are prohibited.

Measuring wheel width:

The width is to be measured with the wheel mounted on the car, on the ground, the vehicle in race condition, driver aboard, at any point along the circumference of the tyre, except in the area in contact with the ground.

When multiple tyres are fitted as part of a complete wheel, the latter must comply with the maximum dimensions for the Group in which these tyres are used (see article 255-5.4 and article 256-5).

ARTICLE 7: COACHWORK

7.1 XXX

7.2 Minimum inside dimensions

If a modification authorised by MAI affects a dimension stated on the homologation form this dimension may not be retained as an eligibility criterion for the car.

7.3 Cockpit

Inversion of the driving side is possible, on condition that the original car and the modified car are mechanically equivalent and that the parts used are provided by the manufacturer for such a conversion for the family concerned.

In particular, the steering column must pass through the bodyshell only via the hole made for that purpose by the manufacturer for the family concerned.

Only the following accessories may be installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast (if permitted), windscreen washer water container).

Containers for helmets and tools situated in the cockpit must be made of non-inflammable material and they must not, in case of fire, give off toxic vapours.

The original fitting of the air bags may be removed, without modifying the appearance of the bodywork.

AIR SCOOPS

'Air Scoops' may be fitted on roofs of cars solely for the purpose of ventilation provided it does not affect the safety of the original roof construction.

7.4 All body panels of the vehicle must be at all times of the same material as those of the original homologated car and must be of the same material thickness as that of the original homologated car (tolerance $\pm 10\%$).

7.5 Headlamp mounting and protection

The boring of holes in the front bodywork for light brackets is authorised, limited solely to mountings.

In rallies, non-reflecting protectors made from flexible material may be mounted on the headlamps; they must not protrude forwards beyond the headlamp glass by more than 10 cm.

7.6 **Any object of a dangerous nature (inflammable products, etc.) must be carried outside the cockpit.**

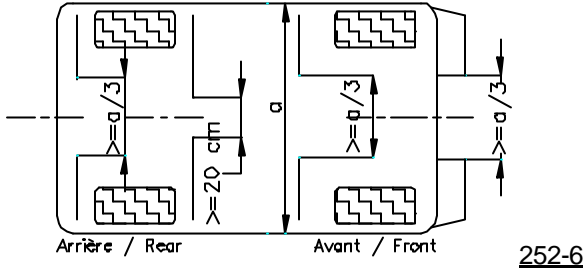
7.7 **Mud flaps (in Rallies only)**

It is possible to fit transversal mud flaps in conformity with the article below.

If transversal mud flaps are mandatory, this requirement must be mentioned in the supplementary regulations of the event.

In any case, transversal mud flaps are accepted under the following conditions:

- They must be made from flexible material.
- They must cover at least the width of each wheel, but at least one third of the width of the car (see drawing 252-6) must be free behind the front wheels and the rear wheels.



- There must be a gap of at least 20 cm between the right and left mud flaps in front of the rear wheels.
- The bottom of these mud flaps must be no more than 10 cm from the ground when the car is stopped, with nobody on board.
- Above and over the entire height of the tyre, at least 3/4 of the width of the tyre must be covered (seen from behind).
- In vertical projection, these mud flaps must not protrude beyond the bodywork.

Mud flaps to prevent splashing towards the front, made from flexible material, may be installed at the front of the vehicle, if the supplementary regulations of the event authorise them or impose them. They must not protrude beyond the overall width of the vehicle, or beyond the original overall length by more than 10 cm, and at least one third of the width of the car must be free in front of the front wheels.

ARTICLE 8: ELECTRICAL SYSTEM

8.1 Lighting

A fog light may be changed for another light, and vice versa, provided that the original mounting remains the same.

8.2 Alternators and Alternator-starters

The mounting of the alternators and alternator-starters are free.

8.3 Horn

In rallies only, the noise level produced by the horn must be greater than or equal to 97 dB during at least 3 seconds, measured 7m in front of the vehicle.

ARTICLE 9: FUEL - COMBUSTIVE

9.1 The fuel must be commercial petrol which comes from a service station pump, without any additive other than that of a lubricant on current sale

9.2 XXX

9.5 Tank ventilation

It is authorised to equip a tank with ventilation exiting through the car roof.

9.6 Installation of the FT3 1999, FT3.5 or FT5 tank

The FT3 1999, FT3.5 or FT5 tank may be placed either in the original location of the tank or in the luggage compartment.

There must be an orifice to evacuate any fuel which may have spread into the tank compartment.

The position and the dimension of the filler hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into one of the interior compartments of the car.

If the filler hole is situated inside the car, it must be separated from the cockpit by a liquid-tight protection.

ARTICLE 10: BRAKES

Carbon brake discs are forbidden.

ARTICLE 11: XXX

ARTICLE 12: XXX

Article 13: helmets

For all INRC championships and rally star cup or any other Indian cups – minimum requirement for helmets - ISI certification

Article 14: Driving Suits:

Minimum requirement:

FIA Homologated suits

OR

Fire retardant suit complying with EN531 Standards purchased from the following supplier:

TARA LOHIA PVT. LTD.

13, Dr. Sarat Banerjee Road,

Calcutta 700029,

INDIA.

Tel: +91-33-24660199 ;

Fax: +91-33-24667165 ;

email: info@taralohia.com ;

All suits will be sold with a certificate of authenticity and will have a serial number on the suit as well as the certificate, which must match. This certificate must be produced along with the driving suit at the time of scrutineering.