



**The Federation of Motor Sports Clubs of India**

**2018**

**Technical Regulation  
for  
Rallying**

Member of



Federation Internationale  
de l' Automobile



Federation Internationale  
de Motocyclisme



Indian Olympic Association

## 2018 Specific Technical Regulations for Rallying

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)**

Changes to the above Articles specific to 2018 Rallying are reproduced below:

It is permitted to use after market replacement parts as long as such parts are in conformity with the homologated parts (including of Optional Variants in Group N) in ALL ASPECTS except the brand name. Such parts should have no additional function/s relative to the original parts.

Eligible of cars

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

### Art.252 General Prescriptions for Group N and A

#### 1) Art.9 : Fuel Combustive

Fuel Free

### Art.254 Specific Regulation for Production Cars (Group N)

#### 1) Art.6.1 : Engine

##### a) Carburettors

Air filters – Free (Air Filtration methods are free up to the carburettor or the throttle body).

Explanation to Scrutineers : Additional Air Intake, Fabricated or otherwise may be allowed.

##### b) Exhaust

Free. (Exhaust manifold to the exit is free.) However the Exhaust ports in the cylinderhead should remain as provided by the manufacturer.

The noise levels on the open road must not exceed 103 dBA. The test speed for a given engine will be the engines speed that correspond to an average piston speed of 914.4 m/minute.

The location of the exit of the exhaust pipe is as per Homologation/TDF.

The exhaust system must not be provisional

Exhaust gases may only exit at the end of the system

These liberties must not entail any bodywork modifications and must respect the Indian Motor Vehicle Act.

#### 2) Art.6.2.1 : Clutch

The disc is free, including the weight, with the exception of the number of plates.

The diameter of the clutch disc may be varied.

#### 3) Art.6.2.2 : Gear Box

Internals of the gearbox as per Homologation / TDF.

**4) Art.6.2.3 : Differential**

The use of a mechanical type limited slip differential is authorized, provided that it can be fitted in the series housing.

**5) Art.6.3 : Suspension**

**1.1)** Strengthening of rear knuckle with addition of material with or without creating hollow section is allowed.

**1.2) Shock Absorber**

- a) For rallies taking place in India, a silent block may be replaced by a "Uniball" joint even if the shock absorber has a guiding function.
- b) Front suspension top mounting – fitting of uniball joint is permitted and modifications required in the strut tower to accommodate the uniball joint may be allowed.
- c) To facilitate fitment of larger dimensioned top mounts of the rear shock absorber, enlarging central bore of the top plate in the chassis is permitted as long as the mounting points remain unchanged. Minor machining to the lower arm to accommodate gas hose of the rear shock absorber canister is also permitted.

**1.3) Ride Height**

For asphalt rallies only, the ride height of the car may be reduced by a maximum of 25mm from the homologated ride height of the car.

**6) Art.6.4.1 : Wheels**

Wheel size 1inch more in width is permitted and 1 inch more rim dia than the homologated size is permitted

**7) Art.6.5 : Braking System**

If the anti-lock braking system (ABS) is disconnected or removed, the use of a mechanical rear braking distributor is authorized.

In the case of a car fitted with servo-assisted brakes, this device may be disconnected or replaced.

**8) Art.6.5.1 : Handbrake**

The mechanical handbrake may be replaced with a hydraulic system but in this case a diagonal brake circuit (X shape) or the original system is mandatory.

It is permitted to modify the position of the hydraulic handbrake system, provided that it remains in the location on the central tunnel.

**9) Art.6.7 Bodywork**

Strengthening of chassis is permitted by suitable welding process ; collateral addition of material deposit in the process of welding is allowed.

**10) Art.6.7 Exterior**

It is permitted to relocate the windshield washer water container within the space under the bonnet . The water container can be from any car manufactured in India.

**11) Art.6.7.2.6 Heating System**

- a) Read as : The original heating equipment may be retained.
- b) Using of a shorter drive belt after removal of a/c compressor is permitted.

**12) Roll Cages:**

Cold drawn seamless unalloyed carbon steel tube (Containing a maximum of 0.3% of carbon) with a minimum tensile strength of 350 N/mm<sup>2</sup>

The minimum dimensions being 45mm X 2.5mm or 50mm X 2mm.

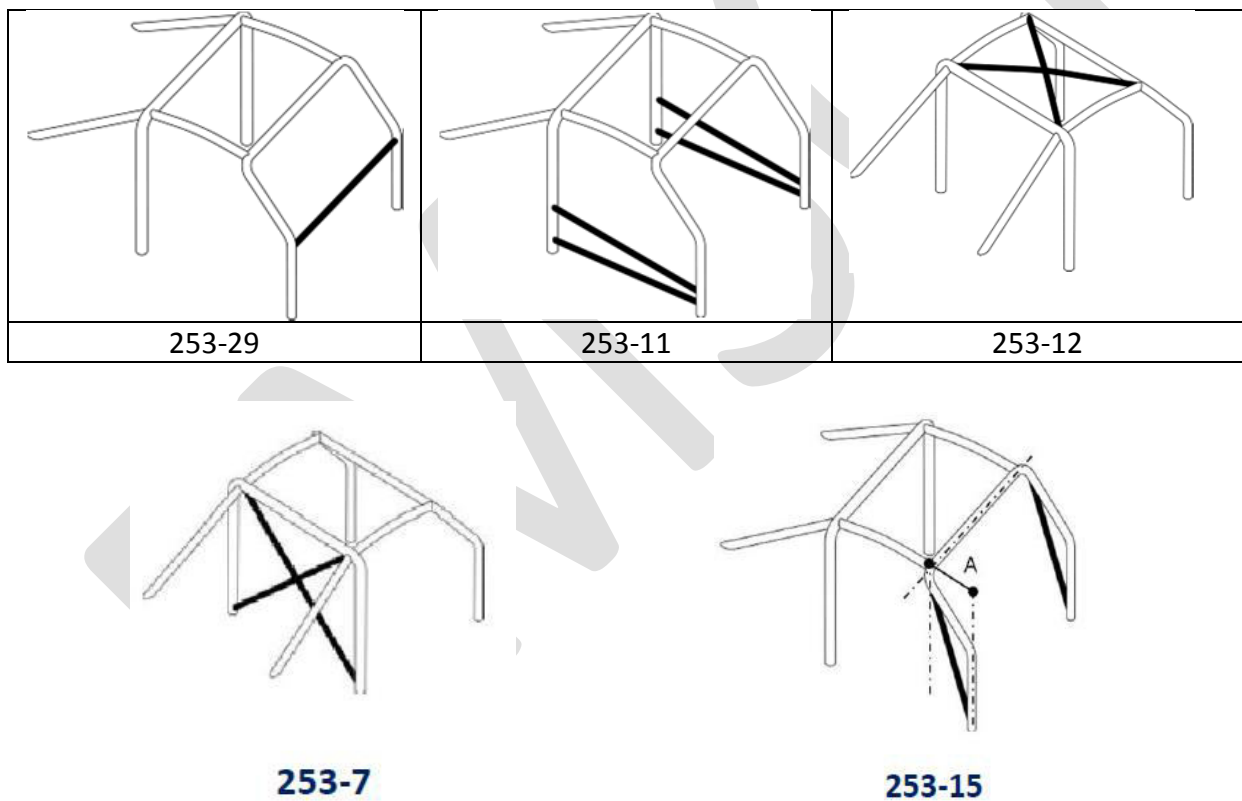
The basic minimum structural requirement as per Drawing 253-29 with side impact bars as in Drawing 253-11 and reinforcement Drawing as in 253-12

It must be fitted on each side of the front rollbar if dimension "A" is greater than 200 mm (Drawing 253-15).

It may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20°.

Its upper end must be less than 100 mm from the junction between the front (lateral) rollbar and the longitudinal (transverse) member (see Drawing 253-52 for the measurement).

Its lower end must be less than 100 mm from the (front) mounting foot of front (lateral) rollbar.

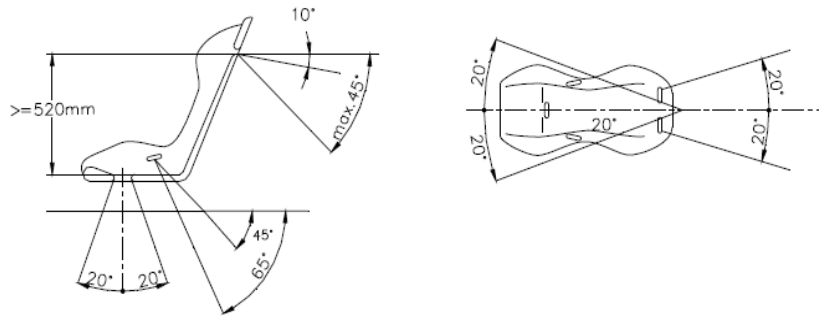


**13) Seat Belt Installation**

It is prohibited for the seat belts to be anchored to the seats or their supports.

A safety harness may be installed on the anchorage points of the series car.

The recommended geometrical locations of the anchorage points are shown in Drawing 253-61.

**253-61**

In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than  $45^\circ$  to the horizontal from the upper rim of the backrest, although it is recommended that this angle does not exceed  $10^\circ$ . The maximum angles in relation to the centreline of the seat are  $20^\circ$  divergent or convergent (the shoulder straps may be installed crosswise symmetrically about the centreline of the front seat).