

Clarification regarding the regulation written below in the modified group. AUTOCROSS-2020

TECHNICAL REGULATIONS

“The following items are free respecting the special riders detailed below:

ENGINE:

The assemblies mentioned between art. 3.1d-3.1g must be the same as that provided by the manufacturer for that series of donor chassis. This includes evolution variants produced for the same chassis.

(e.g. Esteem can be fitted with any Maruti Suzuki Engine that was produced for the market in the Esteem shell only).*

Internals of the above listed systems are free, provided that the modifications respect the group/class specifications that the vehicle is competing within. Modifications such as adding, removal of material, drilling, welding, machining, porting are permitted.

3.1d: ENGINE BLOCK

Free*

3.1e: CYLINDER HEAD

Free*

3.1f: DRIVESHAFT

Free*

3.1g: GEARBOX / DIFFERENTIAL

The gear ratios are FREE provided it is housed within the original casing.

Mechanical LSD's are permitted.”

The Clarification below is to sort out the confusion and clearly specify the meaning of the above regulation.

1. FREE- so long as the modifications respect the special riders.
(e.g. Esteem can be fitted with any Maruti Suzuki Engine that was produced for the market in the Esteem shell only).*
2. SPECIAL RIDERS- Such as- **The assemblies** mentioned between art Articles 3.1d-3.1g **must be the same as that provided by the manufacturer for that series of donor chassis. This includes evolution variants produced for the same chassis.** This means that any engine etc (3.1d-3.1g) that was produced for the chassis that is being used or the variants that was produced for that particular chassis by the manufacturer only, **can be used**.
3. **Art: 1-1.1: ELIGIBLE CARS**

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All cars, **MUV's, SUV's produced** in series and regularly on sale through a recognised commercial network in India are eligible. It's up to the entrant OR the Competitor to supply the elements necessary for proving the eligibility of a model". The regulation is clear that the manufacturer should have produced and sold these variants for the same chassis. **Parts or assemblies of other models of the same manufacturer, other than those produced for the same chassis, are not permitted to be used.**

Internals of the above listed systems are free, provided that the modifications respect the group/class specifications that the vehicle is competing within. Modifications such as adding, removal of material, drilling, welding, machining, porting are permitted. Internals are free- **provided that the modifications respect the group/class specifications that the vehicle is competing within**

In the modified class it is clear that the Block, Cylinder Head and Drive shaft is free*. The asterisk means that these mentioned parts, if produced as a variant for the chassis in question may be used. The regulation is also clear that only the Block, Cylinder Head and Drive shaft is free and not the assembly. This does not include all the parts fitted on to, or in them). In Article 3.1g **The gear ratios are FREE provided it is housed within the original casing. Mechanical LSD's are permitted.** **A specific freedom to the ratios is mentioned and the modification is permitted.**

4. *Modifications such as adding, removal of material, drilling, welding, machining, porting are permitted.*

These modifications mentioned above, pertain to the Block, Cylinder Head and the Drive shaft. The regulation does not specify that the assembly can be modified.

5. When the class says up to 1450 cc, it does not mean that a 1200cc engine can be brought up to a 1400cc or parts of a 1400cc engine be fitted on to a 1200cc engine. The Article 1.1 applies.

The clarification is made as we have been given to understand that competitors are misinterpreting the regulation and are using it to their advantage.

Regards,
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