

Art 259-60-61 : Group 2

capacity is equal or inferior to 1,000 cc, they may be delivered as 'two seaters'.

Art 261 — Modifications and additions authorised: All those already authorised in Group 1, plus those contained in this article.

a) Minimum weight: The following scale of weights represent overall minimum weights of cars as they cross the finish line, fuel weight deducted.

Up to	500 cc:	495 kg
" "	600 cc:	535 kg
" "	700 cc:	570 kg
" "	850 cc:	615 kg
" "	1,000 cc:	655 kg
" "	1,150 cc:	690 kg
" "	1,300 cc:	720 kg
" "	1,600 cc:	775 kg
" "	2,000 cc:	845 kg
" "	2,500 cc:	920 kg
" "	3,000 cc:	990 kg
" "	3,500 cc:	1,050 kg
" "	4,000 cc:	1,115 kg
" "	4,500 cc:	1,175 kg
" "	5,000 cc:	1,225 kg
" "	5,500 cc:	1,280 kg
" "	6,000 cc:	1,330 kg
" "	6,500 cc:	1,365 kg
" "	7,000 cc:	1,405 kg
" "	7,500 cc:	1,425 kg
" "	8,000 cc:	1,445 kg
Over	8,000 cc:	1,530 kg

In no case the scrutineers may take the weights figuring on the recognition forms into consideration.

b) Modifications of the original mechanical parts: The original mechanical parts having undergone all the normal machining operations foreseen by the manufacturer for series-production, except those for which the present article provides a freedom of replacement, may be subject of all perfecting operations by means of finishing or machining, but not replacement. In other words, provided the origin of the series-production part may always be ascertained undoubtedly, this part may be rectified, balanced, lightened, reduced or modified in its shape through machining. This permission however does not apply to brake callipers. Any adjunction of material in an homogeneous way (welding, gluing, electrolysis) is forbidden for the following mechanical elements: engine, gear-box, transmission, suspension parts.

c) Engine — cylinder-heads and valves: Besides the modifications which can be carried out on the cylinder-head as specified under paragraph b) here-above, complete freedom is left as regards valves, valve-guides and valve-seats. The number of valves per cylinder cannot be modified. It is allowed to add washers to the valve-spring assembly.

Valve-springs are submitted to no restriction as regards their number and type, provided the modifications remain within the limits provided for in b).

d) Engine—induction system and elements: Free. However, supercharging will be forbidden if not recognised.

e) Engine—reboring: No overlapping of cylinder-capacity class is allowed (Art 252 i). A 0.6 mm maximum reboring is permitted. It is permitted to sleeve (or re-sleeve) the engine within the authorised dimensions.

By sleeve, it will be understood the metal cylinder inside which the piston moves. This part will be a separate component which will be fitted in the block in different ways: pressed, welded, etc.

The material will be free. In case the engine would be directly bored and no intermediate part used, it will be possible to add a sleeve, the material of which will be free. An addition of material will be permitted inside the cylinders.

f) Engine—exhaust system and elements: Free. The piping will however be conceived in such a way as to end on one of the sides or at the rear of the car.

However, for all types of events, organisers may provide for a particular restriction, which will be mentioned in the regulations of the event. Besides, for events run on open roads, the efficiency of the mufflers must conform to the legal prescriptions of the country where the event is run.

g) Engine—bearings: Plain, or roller bearings may be replaced by others of the same type.

h) Engine—gaskets: Gaskets may be replaced by others or suppressed.

i) Engine—lubrication system: The oil sump is free. The oil pump may be modified provided its original body is retained.

The number of oil pumps originally fitted cannot be changed.

A dry sump lubrication system is forbidden, unless recognised in series.

Oil filters and oil coolers are free (type, number and capacity). The fitting of an oil cooler exterior to the coachwork is only permitted below the horizontal plane passing through the centre of the wheel-hubs. In no case, such a fitting of an oil cooler may result in the addition of an aerodynamic enveloping structure. Moreover, the oil cooler must not constitute a protuberance outside the general car perimeter, seen from above, such as presented on the starting line.

j) Engine—camshafts and valve gear: Free. Yet, the location, number and driving system of the camshaft (s) cannot be changed (chain, belt, gears, con-rods, etc).

k) Engine—piston, piston axle and piston rings: Free.

l) Engine—other elements: Mountings are free. The cooling fan and water-pump may be modified, replaced or suppressed.

There is no restriction for the fuel pump as regards number, type, location and output. Nevertheless, it must never be located in the passengers' compartment.

The inclination and the position of the engine inside the engine compartment are free, provided however the implied modifications do not go beyond what is allowed in Art 261 b, l, m and n.

m) Transmission: For one same series of 1,000 cars, the following possibilities are given on the express condition that they are those of the series-production, and that they are normally sold to the purchaser and entered on the recognition form.

Gear-box: Three sets of recognised ratios, which may be mixed, on condition that the gears are not combined into a one piece gear unit. The number of ratios of the gear-box(es) of origin must be retained. The synchronisation system of origin must be retained.

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Selection forks may be reinforced by addition of material, by way of exception to Art 261 b).

Mountings are free. The location and type of the gear lever are free. The gear-box casing should remain that of origin, within the limits of the modifications permitted in paragraph b). The original principle of lubrication of the box should be retained; however a cooling device for the gear-box oil is authorised (circulation pump and radiator).

For cars fitted with automatic gear-box, a complete freedom is left for the ratios on condition that their number is unchanged. The torque converter is free.

Differential: Mountings are free. The differential ratios are free, provided however it is recognised. No minimum production is necessary for this recognition. A limited-slip or self-blocking differential may be fitted but not with a constant and complete blocking effect, provided it can be located in the casing without entailing a modification beyond that allowed under paragraph b). All the transmission shafts and joints between the engine and the wheels are free.

The original principle of lubrication must be retained; however a cooling device for the oil is authorised (circulation pump and radiator). A complete freedom is left as regards pulleys and belts for belt transmissions.

Clutch: The clutch will be free on condition that it has the same number of discs as the series-production clutch and that the original bell-housing and fly-wheel are retained.

n) Suspension: It is permitted to modify the original parts of the suspension according to the specifications of Art 261 b). The addition or suppression of an anti-sway bar is permitted.

The material and dimensions of the main spring are free, on condition that it remains unique in the performance of its function.

The addition of auxiliary springs is permitted on condition that the main spring of origin be retained unchanged.

The shock absorbers anchoring points may be reinforced.

The fitting of joints of a different type and/or material is authorised.

o) Steering: The steering ratio is free, provided that the original steering box is kept. A servo steering system may be disconnected, or its recognition can be granted without minimum production.

p) Wheels and tyres: Free, provided their fitting can be carried out in full conformity with Art 255 d) and in so far as the complete wheel (Art 252 l) width in relation to the cylinder-capacity of the car does not exceed the following dimensions:

Up to 1,300 cc:	9"
" " 1,600 cc:	10.5"
" " 2,000 cc:	11.5"
" " 3,000 cc:	13"
" " 5,000 cc:	14"
" " 6,000 cc:	15"
Over 6,000 cc:	16"

Moreover, the four wheels of a car must always have the same diameter (Art 252 l). The spare-wheel is not compulsory. However, in case one should be installed, it must be firmly attached, not installed within the space reserved for the driver and the front passenger, and not entail modifications in the outside aspect of the coachwork.

q) Electrical equipment—lighting equipment: Free. Yet for events on open roads, the vehicle must be in compliance with the police regulations of the country where the event is run or with the international convention on road traffic (Art 255 k).

The liberty given for the lighting devices concerns their replacement or modification, but does not allow their suppression.

Their number should be even. The minimum lighting equipment should remain in normal functioning conditions during the whole event. Two stop lights are compulsory.

The location of the battery is free; however, it should not be placed in the habitacle. In case the battery would be placed within the habitacle of a car in the normal production, it may retain this location on condition it is properly protected.

Electrical system—engine accessories: It is allowed to replace a dynamo by an alternator and vice-versa. Its mounting brackets and crankshaft pulley are free. The generator may be removed or put out of use. The ignition system is free on condition the modifications involved are authorised in Art 261 b). The fitting of a double ignition system is not allowed, except if recognised with a minimum production equal to that of the basic homologation.

The make and type of the starter motor are free.

r) Fuel tanks and water radiators: The capacity of fuel tanks is limited by Art 255 g).

In case the tank of origin would be changed, either the modification will be made in conformity with Art 261 bb), or the fuel tank will be a safety fuel tank recognised by the FIA (minimum specification FT3). Should the tank and its filler be located in the luggage compartment, an outlet must be provided at the lowest point for the fuel accidentally spilled in this compartment.

The location and dimensions of the filler orifice as well as those of the filling cap may be changed, provided the new fitting does not protrude beyond the coachwork line and provides against fuel leakage into the inside compartments of the car.

There is complete freedom as regards the water radiator and its capacity. Its location may be changed provided no modification is entailed either to the outside or to the inside (habitacle) of the coachwork.

s) Braking equipment: The mounting of a double master-cylinder or of any device which produces simultaneous action on the four wheels and a separate action on two wheels at least is compulsory.

The discs may be replaced by others provided the area of the friction surface is not modified; the same does apply to the drums.

It is however not permitted to replace drums by discs and vice versa.

Linings are free. The backing plates may be modified and fitted with air openings. Protection shields may be modified or suppressed. Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

The addition or the suppression of brake servos is allowed.

It is not permitted to modify the drum disc callipers which can only be replaced by callipers recognised by the manufacturer without minimum production (re Art 261 bb).

t) Cables and pipes: It is allowed to entirely modify the arrangement, location and materials of all cables and pipes providing for the passage of fluid elements (air, water, fuel, electric currents, etc, including the suspension system).

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The fuel and high temperature liquid pipes and air ducts should not pass through the habitacle, except if this mounting is realised in series. In all cases, these pipes should be efficiently protected.

u) Springs: Any spring, including its abutment(s), may be replaced by another one of similar type (ie, leaf spring, coil-spring, etc) except in the case of the suspension where Art 261 m) applies. Its original location must be retained.

v) Coachwork elements: The front seats may be replaced.

It is permitted to remove the rear seating arrangements, as well as the passenger seat. However, when the rear seating arrangements are removed, cars shall be fitted with a rigid metallic partition flame and liquid proof which will separate the passengers' compartment from the engine compartment and fuel tank.

It will be forbidden to install anything except the fire extinguisher, and, according to the case, the spare wheel inside the passengers' compartment.

The lightening and modification of the structural elements of the coachwork or the chassis of the car is forbidden. Any kind of reinforcement is authorised.

It is allowed to fit aerodynamic devices on the front part of the car below the horizontal plane passing through the centre of the wheel-hubs. Nevertheless, these aerodynamic devices shall not protrude beyond the overall perimeter of the car, seen from above.

All recognised windows and winding mechanisms should be retained. The original rear window should also be retained. Non-visible insulating material may be removed. Trimmings of the passengers' compartment, of the door panels, etc, which are normally provided for cars of the series-production may be lightened but not removed. The original aspect of the inside must be kept. It is also permitted to remove the glove-box and the floor carpets.

It is permitted to widen the wing by beating, within the limits foreseen by Art 261 cc) (wing extensions).

w) Heating system: It is permitted to remove the heating devices and their accessories on condition that the demisting of the windshield and the rear window remains assured, if provided in series.

x) Options—definitions: A variant of the series-production.

Accessories or equipment delivered on express request of the customer. By option is therefore meant any equipment supplied in supplement to or in place of the basic model available on request, even if this equipment is normally fitted on some series-production cars as is the case, for example, of cars for export.

aa) Recognition of an option: The recognition of an option will only be granted if the optional equipment may be obtained without any discrimination from the manufacturer or his concessionnaires by any person who wishes to buy it.

bb) Optional equipment which may be recognised without a minimum production:

— Reinforced suspension elements and rear axle, provided they are absolutely interchangeable with the original part and that the pivoting points to the chassis remain in their original location and that the kinematics of the suspension is not modified.

— Different dashboard.

— Brakes—brake callipers.

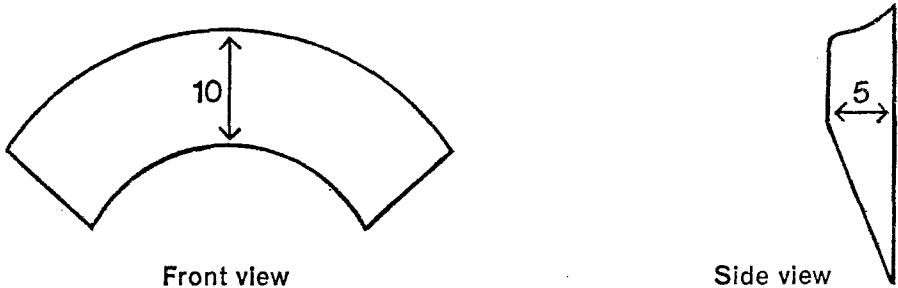
— Fuel tanks.

— Steering rods.

— Servo steering (Art 261 o).

cc) Free equipment which need not be recognised :

- Underneath protections.
- Wing extensions (simple deflectors of at least 120° and of 5 cm maximum width and 10 cm maximum height).



dd) Any other option affecting directly or indirectly the performance of the car cannot be recognised unless 1,000 identical cars equipped with this option have been manufactured in 12 consecutive months.

In case this article would be applied within Group 4 (Special GT), the minimum production would obviously be 400 cars and not 1,000 in 24 months.

NB : Mechanical elements recognised in Group 2 before 31.12.75 as well as the authorised modifications according to the prescriptions of Art 260 of former Appendix J can be used until 31.12.77 for rallies. The car will be automatically transferred to Group 4.

SERIES-PRODUCTION GRAND TOURING CARS (Group 3)

Art 262 — Definition : Cars with at least two seats, manufactured on a limited series-production scale for the drivers who seek the best possible performances and/or the greatest comfort.

Art 263 — Minimum production and number of seats : Grand Touring Cars must have been manufactured in a quantity of at least 1,000 units identical in all respects (unless the authorisations, listed hereafter under Art 264, specify otherwise) over a period not exceeding 12 consecutive months and be equipped with at least two seats.

Art 264 — Modifications and/or additions authorised : Exactly the same as those authorised for Group 1 (Series-production Touring Cars) (see Art 258).

GRAND TOURING CARS (Group 4)

Art 265 — Definition : At least two-seater cars manufactured on a small series-production scale, and which may be subject to modifications in order to be more particularly adapted to sporting competition. This group also includes cars derived from those recognised in Group 3 (Series-production GT cars) and modified beyond the limits allowed for Group 3.