

cles with conventional type engines and complying with the hereabove definition of 'commercial fuel'.

n) Combustive: The engines must intake only ambient air.

Application: Groups 1 to 6.

o) Application of general prescriptions: The general prescriptions must be complied with if the particular specifications of groups of cars of Groups 1 to 6 do not mention them or do not provide for any stricter prescriptions.

p) Anti-pollution legislation: It is specified that the freedom left for the modifications of anti-pollution equipment is valid only as far as these modifications are not forbidden by the national laws of the country traversed.

SERIES-PRODUCTION TOURING CARS (Group 1)

Art 256—Definition:

Touring cars built on large series-production terms: The only working authorised is normal maintenance or the replacement of parts damaged through wear or accident and the modifications and additions explicitly authorised hereafter under Article 258. Except for what is explicitly authorised, any part damaged through wear or accident may only be replaced by an original part identical to the one damaged.

Art 257—Minimum production and number of seats: Series-production touring cars shall have been manufactured in 12 consecutive months in a quantity of at least 5,000 identical units and offer at least four seats, except if their engine cylinder-capacity is inferior or equal to 1,000 cc, in which case the manufacturer may deliver them as two-seaters.

Art 258—Mountings and modifications authorised:

a) Lighting devices: All lighting and signalling devices must comply with the legal requirements of the country of the event; cars from abroad must comply in this respect with the Convention on international road traffic.

Lighting devices which are part of the standard equipment must retain those foreseen by the manufacturer and must comply as far as is concerned their functioning with what the manufacturer has foreseen for the considered model. Thus, if changing from a road beam to a passing beam is produced by merely deflecting the beam inside one same reflector, this system may not be altered.

Freedom is granted with regard to the frontal glass, the reflector and the bulbs. The mounting of additional headlights is authorised provided that a total of six headlights is not exceeded (parking lights not included). Extra headlights may, if necessary, be fitted into the front part of the coachwork or into the radiator grille, but such openings as needed in this case must be completely filled by the additional headlights. The number of headlights and other outside lights must be even. Shall be considered as a headlight any lighting-device throwing a beam towards the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorised, if necessary by embedding into the coachwork, but provided it will only switch on when engaging the reverse-gear, and provided the police regulations are respected.

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The mounting of manoeuvrable search-lights on the roof or elsewhere is forbidden. Waivers may be granted to these specifications on condition that they be explicitly provided for in the supplementary regulations of the event.

It is permitted to modify the location of the signalling devices and the parking lights. The make of the lighting devices is free.

The supplementary regulations of an event may authorise the use of more than six headlights, within the conditions of the present article.

b) Fuel and oil tanks: Must be those normally homologated by the manufacturer for the model concerned, the capacities of which are specified on the homologation form (Art 252 g).

A safety fuel tank of a specification homologated by the FIA (FT3-FTA) (re Art 253 f) or that the manufacturer of the car considered will have had homologated by the FIA without any minimum production may be mounted on two conditions:

- Its capacity will be inferior or equal to the original fuel tank.
- The compartment of origin will be the same. It will also be allowed to install it in the luggage boot.

In no case will it be permitted to cut a hole in the floor of a car for the mounting of a safety fuel tank.

The use of a fuel filler with a vertical hose will be authorised for the series-production fuel tank and also the eventual safety fuel tank. However, no modification of the coachwork will be permitted, and the opening of the former fuel filler will be totally obstructed. Should the tank and its filler be located in the luggage compartment, an outlet must be provided for the fuel accidentally spilled in this compartment.

For circuit races where refuelling takes place, it is permitted to use the standard refuelling coupling recommended by the FISA, even if this means modification of the coachwork, so long as the part of the coupling fitted to the car does not protrude beyond the coachwork line. The use of a fuel tank with a larger capacity may be authorised by the ACN with the FIA's agreement, in the case of events organised under particular geographic conditions (on desert or tropical courses for instance).

The series fuel tank must be removed when another type of fuel tank is used.

c) Cooling circuit: If, for the same model, radiators of different capacities are normally provided, only those homologated for this model will be authorised.

The addition of a radiator screen is authorised.

The use of a radiator with a larger capacity may be authorised by the ACN with the FIA's agreement, in the case of events organised under particular geographic conditions.

Make and type of thermostat are free; however, it may also be removed. The radiator screen may be a rigid plate fixed behind the grille.

d) Induction: The carburettor(s) or fuel injector pump(s) normally mounted on the homologated model and described on the homologation form may not be changed or modified, except for any part which may control the quantity of fuel fed to the engine, but not those which control the quantity of air. It is permitted to remove the filtering element on condition that the original air filter box is retained.

In the case of a supercharged car, the supercharging system must conform strictly with the series.

e) Electrical equipment: The tension (voltage) of the electrical equipment may not be changed. In case of an electrical circuit under a 12 volt tension, this tension may be produced either by a 12 volt battery or by several batteries of an inferior voltage on condition these batteries remain in the original location, i.e. the coachwork compartment where it was originally mounted.

The make and capacity of battery, as well as the make and the output of the generator, are free.

Ignition coil, condenser, distributor and regulator are free, subject to the ignition system remaining the same as provided by the manufacturer for the model concerned.

However, it is specified that the fitting of an electronic ignition system is allowed on series-production cars provided no mechanical part other than those mentioned hereabove is modified or replaced.

Spark plugs: Make and type are free.

f) Gearbox—Final drive:

The fitting of an overdrive system in addition to the existing gearbox is authorised.

The use of an automatic gearbox is authorised but on condition this gearbox is foreseen by the manufacturer and mentioned on the homologation form.

In this case, however, the differential ratio provided for the automatic box on the homologation form should be used, with the exception of the ratios provided for the manual box.

The gear change lever must be in the location or locations designed by the manufacturer and mentioned on the homologation form. Its shape and length are free.

Each set of gearbox ratios entered on the homologation form should be considered as a unit.

g) Shock absorbers: The make and type are free. However, no addition is allowed and neither their original purpose nor their number, nor their system of operation may be modified. By system of operation is meant: hydraulic, friction, telescopic or lever type. The original supports may not be changed in any way.

If, in order to change the damping element of a McPherson suspension, it is necessary to replace the entire McPherson strut, the replacement part must be mechanically identical to the original one, except for the damping element.

In this case, suspension geometry must remain unchanged, and the characteristic angles of the suspension and the wheel must continue to correspond to the original ones.

h) Wheels and tyres: Wheels are defined by their diameter, the width of their rim and the track they determine.

The four wheels must always belong to the same homologation set for the considered model.

Tyres are free (make and type) on condition they are tyres provided by their manufacturer to be fitted on the wheels without any intermediary device.

However, they will have to conform with the regulations of the country where the event takes place for events being run on roads open to traffic, and they will

be left at the choice of the organisers for other events.

All special or additional non-skid devices for snow or ice may also be fitted.

However, the FISA reserves its right to prohibit the use of studded tyres for events run on open roads.

All cars shall be equipped with at least one spare-wheel occupying the position provided for by the manufacturer which may not encroach upon the space provided for luggage.

The spare-wheel must be equipped with a type of the same nominal tread circumference as those fitted on at least two wheels of the car. It must be serviceable under all circumstances.

i) Brakes: Must be those provided by the manufacturer. The replacement of worn linings is authorised and their system of attachment is free, provided the dimensions of inner friction surfaces remain unchanged (Art 252 m). Servo-assistance and pressure limiting valves are only permitted when duly homologated concerning a number of identical cars equal to that required for basic homologation.

If a servo-assistance is normally provided for on a car, the servo device may be disconnected.

It is permissible to fit a dual braking system on condition that it be of the same make as that of the hydraulic master cylinder or provided by the manufacturer of the vehicle and that it has been homologated without minimum production.

The material and method of fixation of the brake linings are free.

j) Clutch: The material and method of fixation of the clutch linings are free.

k) Supplementary accessories not included in the homologation: Are authorised without restriction provided they have no influence whatsoever on the behaviour of the car, such as those concerning the aesthetics or the inside comfort (lighting, heating radio, etc), provided they do not affect, even indirectly, the mechanical performance of the engine, the steering, the transmission, the road holding and the braking.

All controls and their functions must remain those provided by the manufacturer, but it is permissible to arrange them in such a way as to make them accessible and easier to use, ie, lengthening of the handbrake-lever, fitting of additional pads to the brake-pedal, etc. The position of the steering-wheel may be indifferently on the left or on the right, provided this only results in a simple transposition of the steering-system linkages as provided and supplied by the manufacturer and without any other mechanical alteration (tubing, etc).

The following is authorised:

1) The windshield may be replaced by a windshield of same material but with a heater-defroster device incorporated.

2) The original heater may be replaced by another one provided by the manufacturer and mentioned in his catalogue as available on request.

3) All freedom is left regarding the mounting or the replacement of all gauges, meters, etc. However, this mounting should represent no danger.

4) The horn may be changed or an extra one may be added, at the disposal of the passenger if wished.

5) The mechanism of the handbrake lever may be adapted for obtaining an instantaneous unbolting (fly-off handbrake).

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6) All electrical switches may be freely changed, inasmuch as is concerned their purpose, their location and, in case of the adding of extra accessories, their number.

7) Extra relays and fuses may be added to the electrics; battery wires may be lengthened. The original accelerator cable may be replaced by another one, whether supplied or not by the manufacturer.

8) Seat brackets may be altered and any kind of seat-covers may be added, even those which constitute a bucket-seat.

9) Jacking points may be strengthened; their location may be changed or extra ones be added.

10) Head-light covers may be fitted provided they do not influence the streamlining of the car.

11) Complete freedom is left with regard to the location and appearance of registration number plates, in consideration of the great differences between legal requirements from one country to another.

12) The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing a tool-box, protection of a supplementary fuel-tank, of an additional spare-wheel, etc). The attachment system of the original spare-wheel may be altered provided its original location is not changed.

13) Extra compartments may be added to the glove-box and extra lateral pockets to the doors.

14) Plates of insulating material may be added in all places where they may be necessary to protect those carried aboard the car from a risk of fire.

15) An oil-catch tank or a water-catch tank may be fitted (Art 253 h).

16) The radiator filler cap may be locked by any means.

17) Safety fasteners may be provided for the windshield.

18) The steering-wheel is free.

l) Coachwork: None of the normal elements of the coachwork (dashboard, all inside quiltings whatever their location) may be removed or replaced, and none of the accessories normally mounted by the manufacturer on the lowest priced model may be removed.

However, the modifications deriving from the fitting of the supplementary accessories authorised in the preceding paragraph, such as those necessitated by the addition of a windscreen washer (drilling of a hole into the bonnet) will be allowed.

Transparent parts must, in case of damage, be replaced by others made of a material identical to the original one listed on the homologation form. They shall be completely interchangeable with those originally fitted. They must be mounted on the original supports and their original opening system (if any) must be maintained.

Nuts and bolts may be freely exchanged and locked by pins or wires.

Wheel-spats which are part of the coachwork must be removed.

m) Bumpers, embellishers, streamlining: Bumper overrides may be removed.

Wheel embellishers must be removed. The addition of any protective device underneath the car is forbidden unless such a device is mentioned on the homologation form of the model in question or is authorised or made compul-

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sory by the supplementary regulations of the event.

n) Reboring dimensions: A maximum reboring dimension of 0.6 mm will be authorised on condition that the piston be the original one and that the cylinder-capacity class remains the same (Art 252 h).

Tolerance scale:

1) Tolerances for all machining, excepting bore and stroke: 0.2%. (Articles 148, 150, 74, 75, 161, 171, 185, 186, 192, 211, 212 and also the orifices appearing on page 15 of the homologation form).

2) Article 144: tolerance \pm 0.5%.

3) Unfinished castings: +4% -2%.

4) Valve-lift: +1% (Articles 162, 172, 205).

5) Weight (Articles 151 to 156): +7% -3%.

6) Width of the car at front and rear axles: +1% -0.3%.

7) Wheelbase (Article 3): \pm 1%.

8) Track (Art 110 and 111): \pm 25 mm.

Former homologation form:

1) Art 156-158-159-181-196-215-216-225-262-263 orifices p 8.

2) Art 146.

4) Art 182-197-255.

5) Art 160 to 164.

7) Art 1.

TOURING CARS (Group 2)

Art 259—Definition: Cars of series-production which may be submitted to certain modifications aimed at making them better suited to competition. The list of the modifications and additions authorised is given hereafter under Art 261.

Moreover, in this group, may be classed cars of Group 1 which have been the subject of modifications and/or additions exceeding the limits of Group 1. These cars will then enjoy the same freedom as provided for Group 2.

Art 260—Minimum production and number of seats: Touring cars shall have been manufactured in a quantity of at least 1,000 units in 12 consecutive months and be equipped with at least four seats; however, if their cylinder-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 minimum weights of the cars must be the following (see Art 255h):

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