

f) Safety belts: the car shall be provided with a safety belt in conformity with Art. 269. The wearing of this belt is compulsory.

g) Exhaust system: the exhaust system shall terminate behind the driver and passenger seats.

h) Firewall and floor: cars shall have an adequate firewall to prevent the passage of flame from the engine compartment or under the car to the cockpit. Openings in the firewall for the passage of engine controls, wires, and lines shall be of the minimum size necessary.

The floor of the cockpit shall be constructed to protect the driver by preventing the entry of gravel, oil, water, and debris from the road and engine. Bottom panels or belly panels shall be adequately vented to prevent the accumulation of liquid.

i) Bulkheads and tanks: no part of any fuel, oil or water tank shall be exposed to any part of the driver and passenger compartment. Fuel tanks shall be vented to prevent the accumulation of fumes and to prevent fumes from passing into the driver or engine compartment.

Fuel tanks shall be isolated by means of bulkheads so that in case of spillage, leakage or a failure of the tank the fuel will not pass into the driver or engine compartment or around any part of the exhaust system.

Batteries shall be fully enclosed.

j) Closed cars: adequate ventilation shall be provided to prevent the accumulation of fumes inside the car.

k) Safety fuel tanks: The same prescriptions as those applying for Group 5 (see Art. 269).

TITLE X

SINGLE-SEATER RACING CARS—INTERNATIONAL FORMULAE (Group 8)

Art. 293.—Formula No. 1.

Validity: from the 1st January 1966 to 31st December 1975.

Engines with reciprocating pistons:

a) engine cylinder-capacity without supercharging: inferior or equal to 3,000 cc;

b) engine cylinder-capacity with supercharging: inferior or equal to 1,500 cc.

Number of cylinders: max 12.

Turbine engine

Utilization authorized on the basis of the Equivalence Formula given under Art. 252 j).

Minimum weight, without ballast: 550 kg.

Art. 294.—Formula No. 2.

Validity: from 1st January 1972 to 31st December 1975.

Reciprocating piston-engines: engine cylinder-capacity inferior or equal to 2,000 cc.

Supercharging forbidden.

Minimum weight without ballast:

Cars equipped with a 4 cylinder engine: 450 kg

" " " " 6 " " : 475 kg

" " " " more than 6 cylinders: 500 kg.

The engine (including engine-block and cylinder-head) must be derived from an engine equipping a model of car for which the FIA has ascertained a series-production of at least 1,000 units.

Modifications allowed on the original pieces of the engine are those provided for Group 2 (Special Touring Cars). However, all freedom is left for the crankshaft and the connecting rods. The maximum cylinder-capacity authorized—2,000 cc—can be obtained by modifying the original bore and/or stroke.

Consequently, sleeving of an engine block is authorized, even if originally no sleeves are fitted.

Gearbox: five gears maximum, not including the reverse gear.

The propulsion will be ensured by two wheels maximum.

Art. 295.—Formula No. 3.

Validity: as from 1st January 1971 to 31st December 1974. Reciprocating piston engines only.

Maximum cylinder-capacity: 1,600 cc.

The maximum cylinder capacity may be obtained by increasing or reducing either the bore or stroke or both dimensions.

Maximum number of cylinders: 4.

The engine block and cylinder head castings, machining completed, must be those of an engine equipping a car model of which the FIA has ascertained the series production of at least 5,000 units yearly.

The original engine block and cylinder head may be modified freely by removal of material to the exclusion of any addition of material. However, it is permitted to sleeve an engine block that originally is not fitted with sleeves.

The type of crankshaft bearings may not be modified (the replacement of a plain bearing by a roller bearing is therefore forbidden).

The induction system is free but it must compulsorily be fitted with a throttling flange of 3 mm in length and with a parallel hole of 21.5 mm diameter. Through this throttling flange all the air feeding the engine must pass.

The throttling flange must compulsorily be made of metal or metallic alloy.

The material of the air-box is free, provided it is not a porous material.

It is prescribed that the entire inlet system including manifolds, injectors, air-box and restrictor must fit into a box of 1 m long, 50 cm wide and 50 cm high. It will also be prescribed that the inlet system may be removed from the engine as one unit with the cylinder head.

The CSI reserves its right, after the experience obtained, to modify the dimensions of the throttling flange with a shorter previous notice than the two regular years.

No supercharging device is allowed even if a series-production one was fitted on the original engine.

The other original parts of the engine may be replaced or modified without restriction.

Other mechanical elements: the gearbox and differential casings must be those of a car manufactured in at least 5,000 units in 12 consecutive months, of a model recognized by the FIA, but not necessarily the model from which the engine has been taken. The gearbox may not have more than 5 forward speeds, plus a reverse gear.

Complete freedom is left as regards the ratios. The use of a limited slip differential is allowed.