

mitted to certain modifications aimed at making them better suited to competition. The list of the modifications and additions explicitly authorized is given hereafter under Art. 260.

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. 259.—Minimum production and number of seats:** touring cars shall have been manufactured in a quantity of at least 1,000 units and be equipped with at least 4 seats; however if their cylinder-capacity is equal or inferior to 700 cc, they may be delivered as two-seaters.

**Art. 260.—Modifications and additions authorized:** all those already authorized in group 1, plus the following ones:

**a) 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, to the exclusion of any addition of material, mechanical extension or treatment which would entail a change in the molecular structure or the surface of the metal.

**b) Engine—cylinder-heads and valves:** besides the modifications which can be carried out on the cylinder-head as specified under paragraph a) here-above, complete freedom is left as regards the valves, valve-guides and valve-seats. The number of valves per cylinder cannot be modified.

*A dual ignition cylinder-head necessitating a new casting can only be recognized under the conditions enumerated in Art. 260 aa). However, if it is possible to fit a second sparking plug on each combustion chamber, on an original cylinder-head having gone through all the manufacturing sequences provided for by the manufacturer for the series-production, and in full compliance with Art. 260 a), dual ignition is obviously authorized.*

*It is allowed to add washers to the valve-spring assembly.*

**c) Engine—induction system and elements:** the induction system is free. Yet direct injection may only be used on an engine for which the fitting of a direct injection system has been originally provided for in the manufacturing. Ditto for supercharging.

*By the term "originally provided for in the manufacturing" is meant: normally fitted on cars delivered to purchasers, and mentioned on the recognition form or the manufacturer's catalogue.*

**d) Engine—reboring:** the reboring or replacement of sleeves of the engine is allowed up to the limit of the cylinder-capacity class to which the model belongs.

**e) Engine—exhaust manifold, piping and mufflers:** free. Yet, for events run on open roads, the efficiency of the mufflers must remain, in all cases, within the limits specified in the police regulations of the country of the event.

**f) Engine—bearings:** plain or roller bearings may be replaced by others of the same type, provided the crankshaft and the original bearing caps are retained.

**g) Gaskets:** gaskets may be replaced by others or suppressed.

**h) Engine—lubricating system:** the oil sump may be modified or replaced by another one of different shape and capacity. The oil pump may be modified or replaced by another one. Yet, the number of oil pumps originally fitted cannot be changed. 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 aerodynamical enveloping structure.*

**i) Engine—camshafts and valve gear:** free. Yet the location, number and driving system of the camshaft(s) cannot be changed. There is no restriction as regards the number and type of valve springs provided the necessary modifications of the mechanical parts do not go beyond those specified under the previous paragraphs.

**j) Piston, piston pin and piston rings:** free.

**k) 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 capacity. Nevertheless, it must never be located in the passenger compartment.

*The switch of the electrical fuel-pump (if provided for) may be fixed inside the cockpit.*

*The inclination and the position of the engine inside the engine compartment are free, providing however that the implied modifications do not go beyond what is allowed in Art. 260 a), k), l) and m).*

**l) Transmission—gearbox.** Mountings are free. The number of speeds of the gearbox cannot be modified. The ratios are free. The location and type of the gear lever are free.

*Freedom for the scale of ratios implies the faculty of changing the primary and secondary shafts, as well as the gear and the bearings.*

**m) Transmission—differential.** Mountings are free. The differential ratios are free. A limited-slip differential, but not with a constant and complete locking effect, may be fitted provided it can be located in the casing without entailing a modification beyond that allowed under paragraph a)

The transmission shaft between the gearbox and the differential is free.

**n) Suspension:** it is allowed to modify the original parts of the suspension in compliance with the specifications of Art. 260 a) hereabove. The addition of a stabilizer is allowed, or the original one may be replaced by another one.

In the case of a rigid axle rear suspension it is allowed to add locating arms and their mounting brackets.

The fitting of joints and attachment points of a different type and/or material is authorized.

*The replacing of a stabilizer is allowed even if this stabilizer serves other purposes in the suspension. It is also allowed to increase the number of stabilizers per suspension.*

**o) Suspension—springs and shock-absorbers:** complete freedom is left as regards springs provided the main type of spring is not changed. Yet, the fitting of other springs must not result in a modification of the mechanical parts beyond the limits fixed under Art. 260 a), and neither a change or a modification of the coachwork or the chassis. It is allowed to add auxiliary springs. According to the definition given under Art. 252 for chassis and coachwork, it is allowed to modify the non-visible parts of the coachwork.

Complete freedom is also left as regards their number, type and fitting, provided no mechanical part be modified beyond the limits fixed under Art. 260 a). Nevertheless, mounting brackets may be added to the chassis and suspension elements.

**p) Steering:** the steering-ratio is free, provided that the original steering box be kept.

**q) Wheels and rims:** complete freedom is left, provided their fitting can be carried out in full conformity with Art 253 d).

Moreover, the four wheels of a car must always have the same diameter.

*By wheel is meant disc + rim. Therefore, not including the tyre. However, as regards Art. 253 d)—Mudguards, it is recalled that the said Article specifies the measurement of the wheel equipped with its tyre.*

*The location of the spare-wheel is free, provided that it is not placed inside the cockpit and that the external aspect of the coachwork is not modified.*

#### **Strength Guarantees**

*The attention of the FIA has been drawn to numerous accidents caused by wheel failures. The total freedom allowed, especially in Groups 2 and 4, has too often resulted in amateur construction of rims, which do not possess an adequate manufacturing quality and fatigue resistance.*

*Therefore, it is recommended to each National Sporting Authority to draw up a list of wheel manufacturers of its own country, whose product presents all necessary guarantees of safety.*

*Every National Sporting Authority, having so proceeded at a national level, will be authorized to require from the competitors that they use wheels produced by one of the manufacturers having obtained recognition from the National Sporting Authority concerned or any other one.*

**r) Electrical system—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. The location of the battery is free, as long as it is not placed in the passenger compartment.

*The liberty given for the lighting devices concerns their replacement or modification, but does not allow their pure and simple suppression. The number of headlights is free.*

*In case the battery is placed inside the cockpit of a car in the normal series production, it may remain there.*

**s) Electrical system—engine accessories:** it is allowed to replace a dynamo by an alternator. The mounting brackets and crankshaft pulley are free.

The ignition system is free as long as its replacement or modification does not alter the mechanical parts beyond what is allowed under Art 260 a).

*The generator may be put out of use or removed. However, the minimum lighting devices must remain in normal working order during the whole race. Besides, it is recalled that, in almost all races, the starting of the engine must be effected without any external help.*

**t) Fuel tanks and water radiators:** the capacity of fuel tanks is free up to the limit specified under Art. 253 j). 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.

Should the tank and its filler be located in the luggage compartment, an outlet at the lowest point must be provided for the fuel accidentally spilled in this compartment.

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 (cockpit) of the coachwork.

**u) Braking system:** the mounting of a double pump (master cylinder) or of any device which produces simultaneous action on the four wheels and a separate action on two wheels is allowed.

The discs and drums may be replaced by others provided the area of the friction surface is not modified. 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 of brake servos is allowed.

*It is forbidden to replace drum brakes by disc brakes and vice-versa, except if this modification is duly recognised in conformity with Art. 260 bb).*

**v) 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).

**w) Springs:** any spring that can be found on a car may be modified or replaced by another one.

**x) Coachwork elements:** the steering-wheel and the front seats may be replaced, provided seats of at least the same weight as the original ones be substituted to them.

*In case of the original seats being changed the two new ones must weigh at least the weight as entered on the recognition form for the original ones, but it is not mandatory that they both weigh the same weight.*

*The non-visible parts of the doors, of the engine bonnet and of the trunk may be removed or lightened.*

*By "visible parts of the coachwork" is meant all non-structural elements licked by the air-streams and located above the horizontal plane passing through the wheel-hubs, as well as the visible parts of the passengers' compartment.*

*Non-visible insulating material may be removed.*

*Trimmings of the passengers' compartment, of the door panels, of the cover of the glove-box, etc, which are normally provided for cars of the series-production, must not be removed.*

**y) 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, on cars for export.

**z) Recognition of an option:** the recognition of an option will be granted only if the optional equipment is available freely at the manufacturer's or his dealers' for any one wishing to purchase it. It must be mentioned in the manufacturer's catalogue of spare parts for the model concerned and properly identified.

**aa) Optional equipment which may be recognized with a minimum production of 100 units per year to equip 100 cars:**

— Reinforced suspension elements, provided they are absolutely interchangeable with the original part and that the mounting points to the chassis remain in their original location.

*A rigid rear axle is considered as being a part of the suspension. Consequently a reinforced axle can be recognised as a variant on the basis of an annual production of at least 100 of the part in question.*

— Reinforced auxiliary chassis members.  
*It is specified that by "auxiliary chassis" is meant:*

a) *Any element of the chassis fixed by means of bolts or rivets to the chassis or the body, and which may therefore be removed or replaced by a reinforced element without cutting or welding.*

b) *Any supplementary reinforcing element fixed to the chassis or the body, whatever the means of fixation (welding, bolts, etc), but without the obligation of cutting out any integrant part of the original chassis or body.*

— Gearboxes including those with a different number of speeds.

— Overdrive systems.

— Different steering cases.

— Different transmission shafts and half-shafts with joints.

— Connecting rods but not in a different basic material.

— Different clutch and different flywheel—type and dimensions—provided their fitting is possible, within the limits of Art. 260 a).

— Clutch housings, differentials and gearboxes (extension housing included) of a different basic material.

— Cylinder head of a different shape and/or material, provided that the position and number of camshafts, and the number of valves per cylinder, remain unchanged. By position is meant either in the block or in the head.

— Crankshafts of a same basic material provided the type and diameter(s) of the bearings remain those specified on the recognition form. Nevertheless, this optional crankshaft must retain the original stroke.

— Different bearing caps.

— Equipment for dry-sump lubrication.

— Lightweight coachwork elements, such as aluminium doors, plexiglass lateral windows, glass fibre engine bonnets, etc. Nevertheless, the basic weight of the car mentioned on the recognition form shall not be modified. The recognition of lightweight elements is only meant to compensate the manufacturing tolerances and the fitting of some optional equipment which results in an increase of the basic weight.

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

— Different dashboard.

— Protection shields under the car provided they do not decrease in a significant way the aerodynamic drag of the car.

— Wing extensions, aesthetically acceptable, provided they do not entail an increase of the width of the wings of more than 5 cm on each side of the car. Measurement is to be done at the vertical going through the centre of the wheel hubs.

— Brakes of different type and/or dimensions, which may include larger hubs and spindles.

**cc) Any other option** affecting directly or indirectly the performance of the car cannot be recognized 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 500 cars and not 1,000.*

**NB:** On account of the important modifications brought to the present group 2 in 1970, scrutineers are requested to disregard the note 'Important' mentioned on the International recognition form and specifying which numbers are to be retained for the technical verification.