

n) **Oil catch tank** : when cars are running in events which are only speed races in closed circuits, they must be equipped in such a way as to prevent oil from spilling on the track. In cars of a cylinder-capacity inferior or equal to 2.000 cc, the oil catching device shall have a minimum capacity of 2 litres and of 3 litres for cars with a cylinder-capacity exceeding 2.000 cc. This provision, mandatory for circuit speed events, will be optional for the other events (hill-climbs, rallies, even those including classification tests run on closed tracks) unless required by the supplementary regulations.

o) **Limits of authorized modifications** : certain modifications to the original parts, certain additions and/or removal of accessories normally mounted by the manufacturer of the model concerned, are explicitly authorized by the present regulations. The limits of these modifications are set out for each of the 6 groups of categories A and B. All those not explicitly mentioned as permissible for the group in which the car claims classification and which affect, even secondarily, the mechanical efficiency of the engine, the steering, the transmission, the road-holding and/or the braking, will imply the exclusion of the car from its group.

If these modifications or additions have been the subject of a previous statement by the entrant, the car may be allowed to compete in the event in one of the other groups provided in the supplementary regulations and with the prescriptions of which it complies. Should there be however an obvious case of willful misrepresentation, the entrant should not be authorized to start or should be stopped if he had already started, with request to the A.C.N. concerned to pronounce his suspension for at least 12 months.

p) **Fuel** : fuel shall be of commercial type generally distributed at road service stations of the country or countries in which the event is being run. If in one of the countries the standards of the best commercial fuel are inferior to the fuel having the lowest octane number in one of the three following countries : France, Great-Britain, Italy, a special waiver may be granted to the promoters with the approval of the C.S.I.

Upper-cylinder or two-stroke engine lubricants are authorized on condition there is no increase of the fuel octane number.

**Art. 254. — Rule for changing from one group to another and authorized amalgamation of groups :**

Cars originally belonging to a certain group but which have been subject to duly declared modifications and/or additions that exceed the limits specified for the group concerned, may pass into a higher group, provided for in the supplementary regulations, with the prescription of which it complies and under the following conditions :

Group 1	passes into group 2.
Group 2 (or 1 + 2)	passes into group 5.
Group 3	passes into group 4.
Group 4 (or 3 + 4)	passes into group 6.
Group 6 (or 3 + 4 + 6)	passes into group 7.

### TITLE III

#### SERIES PRODUCTION TOURING CARS

**Art. 255. — Definition** : touring cars built on large series production terms. These cars shall compete in an event without having undergone any preparation likely to improve their performances or their conditions of use. The only working authorized is normal maintenance or the replacement parts damaged through wear or accident and the modifications and additions explicitly authorized hereafter under article 257. Except for what is explicitly authorized any part damaged through wear or accident may only be replaced by an original part which must be exactly the same as the one for which it is substituted.

**Art. 256. — Minimum production and number of seats** : series-production touring cars shall have been manufactured in a quantity of at least 5.000 identical units and offer at least 4 seats, except if their engine cylinder-capacity is inferior or equal to 700 cc. In which case the manufacturer may deliver them as two-seaters.

**Art. 257. — Mountings and modifications authorized :**

a) **Lighting devices** : all lighting and signalling devices must comply with 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 remain 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.

It is permitted to add at the front only two lighting devices in addition to those normally provided by the manufacturer and mentioned on the recognition form.

The mounting of reverse-lights is authorized provided police regulations are respected but not the fitting of manoeuvrable search-lights on the roof or elsewhere.

Waivers may be granted to these specifications on condition that they be explicitly provided for in the supplementary regulations of the event.

The mounting of additional headlights shall not entail any modification of the coachwork.

The fitting of reverse-light is authorized, if necessary by embedding into the coachwork, but provided it will only switch on when engaging the reverse-gear.

b) **Fuel and oil tanks** : must be those normally provided by the manufacturer for the model concerned, the capacities of which are specified on the recognition form. If, for the same model, tanks of different capacities are normally provided, only those mounted on the required number of cars necessary for recognition will be authorized.

The location and type of filling port for the fuel tank(s) may not be changed.

The use of a fuel tank with a larger capacity may be authorized by the A.C.N. with the F.I.A.'s agreement, in the case of events organized under particular climatic conditions (on desert or tropical courses for instance).

c) **Cooling circuit** : if, for the same model, radiators of different capacities are normally provided, only those mounted on the required number of cars necessary for the recognition will be authorized. The addition of a radiator screen is authorized.

The use of a radiator with a larger capacity may be authorized by the A.C.N. with the F.I.A.'s agreement, in the case of events organized under particular climatic conditions (on desert or tropical courses for instance).

Make and type of thermostat are free, but it may not be removed nor its position changed.

d) **Induction** : the carburator(s) or fuel injector(s) pump(s) normally mounted on the recognized model and described on the recognition form may not be changed or removed.

The elements which control the quantity of fuel fed in the engine may be changed, but not those which control the quantity of air.

e) **Electrical equipment** : the tension (voltage) of the electrical equipment may not be changed.

The make and capacity (amperage) of **battery** and **generator** are free. The manufacturer may provide for one same minimum series the use either of a dynamo or of an alternator on condition that this is explicitly mentioned on the basic recognition form or on an additional « variant » form.

The original battery may be replaced — by the manufacturer or the entrant himself — by another one of larger capacity provided however that the location remains unchanged. By location of the battery is meant the coachwork compartment in which the battery is originally mounted.

Ignition coil, condenser, distributor and regulator are free; subject to the ignition system remaining the same as that provided by the manufacturer for the model concerned, and the replacement of the said accessories do not entail any modification of the attachment system provided by the manufacturer for the model concerned.

Spark plugs : make and type free.

f) **Transmission** : for one same series of 5.000 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 :

- either two gear-boxes with the same number of ratios but different in their staging,
- or two gear-boxes with a different number of ratios and different in staging provided that at least 50 % of the required minimum number of cars have been equipped with either one of the gear-boxes.

The fitting of an overdrive system in addition to the existing gear-box is authorized.

Final drive : two different ratios.

Should the manufacturer have provided a greater number of gear-box ratios and/or rear axle ratios, he must, to obtain recognition, prove that he has achieved the required minimum production of the car as many times as he has submitted two different gear-boxes and two different rear-axle ratios. An automatically controlled gear-box is not taken into consideration. The use of it and of its particular rear-axle ratio will always be authorized in addition to the set of two manually controlled gear-boxes.

The gear-box lever must be located as provided by the manufacturer and mentioned on the recognition form. Form and length are free.

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.

h) **Wheels and tyres** : wheels must be those provided by the manufacturer for the considered model. They are defined by their diameter, the width of their rim and the track they determine. Wheels which differ by their shape or dimensions may be recognized subject to the following conditions :

- that there are enough cars equipped with such wheels to justify recognition,
- that they are mounted in compliance with the specifications of paragraph « mudguards » of art. 253.

In any case, the four wheels of a car must always belong to one and the same recognized set of wheels.

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

i) **Brake** : must be those provided by the manufacturer. The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of inner friction surfaces remain unchanged, servo-assistance is only permitted when duly recognized as fitted on a number of identical cars equal at least to that required for recognition.

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.

j) **Supplementary accessories not included in the recognition** : are authorized 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.) or those enabling an easier or safer driving of the car (speed-pilot, windscreen wiper, etc.) provided they do not affect, even indirectly the mechanical performance of the engine, 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, i.e. 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 (manifolds, etc.).

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

However, the modifications deriving from the the fitting of the supplementary accessories authorized in the preceding paragraph, such as those necessitated by the addition of a windscreen washer (drilling of a hole into the bonnet) or of a rev. counter (housing in the dash-board), will be allowed.

The same minimum series may comprehend various materials

for seats, upholstery and inside quilting (cloth, leather, plastics, etc.) and two different types of front seats (bench type or separate seats). These variants must be stated on the recognition form and in particular the different weights resulting from the mounting of different seats must be specified.

Transparent parts must, in case of damages, be replaced by others made of a material identical to the original one listed on the recognition 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.

l) **Bumpers, embellishers, streamlining** : bumpers are compulsory on all cars for which the manufacturer has normally provided them. For speed-events on circuit and for hillclimbs, the supplementary regulations may authorize the bumpers of a car to be removed. Failing such an authorization the bumpers must remain. For rallies, any car, normally delivered with bumpers and the recognition form of which shows such an equipment, must retain them.

Wheel embellishers may be removed. The addition of any protective device underneath the car is forbidden unless such a device is mentioned on the recognition form of the model in question or is authorized or made compulsory by the supplementary regulations of the event.

#### TITLE IV

#### TOURING CARS

**Art. 258. — Definition** : cars of limited series-production which may be submitted 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 subject to 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) **Lighting devices** : the mounting of additional headlights is authorized provided that a total of 6 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. Shall be considered as a headlight any lighting-device throwing a beam towards the front (dipped-beam, long range lamp, anti-fog lamp).

b) **Electrical equipment** : the replacement of a dynamo by an alternator is authorized, provided the attachment system and the driving method remain unchanged. The fitting of a transistorized ignition is authorized provided there is no change of any mechanical part of the engine.

c) **Reboring** : maximum tolerance : 1,2 mm, but the resulting increase in cylinder-capacity may not be such as to make the car pass into a higher cylinder-capacity class. This reboring tolerance is valid for any type of engine (with or without sleeves).

d) **Stabilizer** : the fitting of a stabilizer is authorized.

e) **Fan** : complete freedom regarding the number and the dimensions of the blades (or their complete removal) as well as the possibility of temporarily stopping their action by a clutch. The location and the driving method of the fan must remain those provided by the manufacturer and mentioned on the recognition form of the model concerned.

f) **Air-filter** : may be changed or removed.

Dynamic air intakes may be fitted on the carburettor(s) provided it entails no coachwork modification (boring of holes, for instance).

g) **Fuel-pump** : a mechanically controlled pump may be replaced by an electrically controlled one, the location of which may be different.