

(26) **Finishing off:** all perfecting operations by finishing or machining the original parts but not their replacement except with regard to carburettors, pistons, camshafts, and springs as specified here-above. In other words, provided it is always possible to ascertain unquestionably the origin of the series production part, it may be rectified, balanced, lightened, reduced or modified with regard to the shape through tooling, to the exclusion of any addition of material or any mechanical extension or of any process involving a change of the characteristics of the molecular structure or of the surface of the metal.

The increase of the compression ratio through machining the cylinder head or block, or using a thinner gasket or doing without one, is authorised

(27) **Braking:** the braking power may be increased subject to the system of operation provided by the manufacturer (drum brakes or disc brakes) being maintained as well as the original supports. By original supports are meant those on which are fixed the mobile parts (drums or discs) and also the attachment system of the elements bearing the friction parts (brake-shoes or pad-linings.)

(28) **Supplementary inside protection:** Any frame or extra-element of reinforcement fitted inside the original coachwork and meant to provide for the driver's safety in case of emergency is allowed on the following conditions:

- (a) it shall in no way interfere with access to the seats and normally occupying them.
- (b) It shall not encroach on the volume occupied by the driver or any of the passengers.
- (c) It shall not, through its construction, reinforce the rigidity of the car structure, that might influence its road-holding qualities.
- (d) The weight of such a structure shall be additional to the recognised weight of the car.

CHAPTER IV—Group 3: Grand Touring Cars

264—Definition

Grand touring cars are vehicles built in small series for customers who are looking for a better performance and/or a maximum comfort and are not particularly concerned about economy.

Such cars shall conform to a model defined in a catalogue and be offered to the customers by the regular Sales Department of the manufacturer. They must be recognised by the F.I.A. according to the provisions of Art. 265 below.

Shall on the other hand also be classed in group 3 (Grand Touring Cars). Touring cars made of series production mechanical parts and not having been subject to any other changes or additions apart from those authorised according to Art. 261 and 263 but equipped with a special coachwork.

By special coachwork is meant:

(a) either the original one when it has been subject to any kind of alteration in shape or appearance (other than one due to a latitude granted under 261 or 263) or to an alteration of the material used by the manufacturer.

(b) or a coachwork without any relation with the original one and made especially either by the manufacturer or an independent builder to answer a private order. In that case, two possibilities are to be examined:

(1) if the chassis is of self-bearing type, it shall be maintained and may be strengthened, but not lightened or cut:

(2) if the chassis is not of self-bearing type, that is when the car has no chassis or only a partial or insufficiently bearing one, the body may be changed as a whole, but shall under its new shape compulsorily use the original attachment points on the series production elements of the suspension, propulsion and steering.

In all the cases mentioned above the resultant coachwork shall present the appearance of being fully finished both externally and internally.

If bumpers are fitted by the manufacturer to the original car as recognised bumpers shall always be fitted in the case of a modification or change of coachwork, except as provided in Art. 261 (18)

Shall also be classified in the same Group 3, Touring Cars equipped with their standard coachwork, but having been subject to changes or additions not authorised by Art. 261 and 263 above and whose limits are stated hereafter under Art. 274 (b).

265—Minimum production—Recognition

In order to enjoy recognition in the "Grand Touring" category cars will have had to be produced at a minimum of one hundred identical units as far as mechanical parts and coachwork are concerned in 12 consecutive months.

The word "identical" has the same meaning as defined under Art. 257, par. 4. However, one same minimum series of 100 units may have two different carburettor equipments either in number or size.

Moreover, cars will have to conform to specifications of Art. 266-270 below.

266—Ground clearance

When the vehicle is equipped with the wheels and tyres to be used in the competition and with fuel, oil and water reservoirs filled ready for the start of the competition and with the driver aboard it shall be able under its own power to pass over a template 80 × 80 cm. and 10 cm. high.

267—Lock

The maximum lock shall be 6.75 m., which means that the car must be able to make a complete turn in any direction without the wheels going beyond two parallel lines 13.50 m. apart, drawn on the ground.

268—Starting

Grand Touring cars shall have to be equipped with a starting device liable of being operated by the driver when aboard.

269—Fuel tanks

Grand Touring cars shall have one of the fuel tanks provided by the manufacturer and the capacities of said tanks shall be entered on the recognition form.