

Any change definitely brought to the series production of an existing model shall make the subject of a descriptive note giving specifications as to the exact nature of the change effected. Said note shall be established by the A.C.N. of the country where the altered vehicle has been manufactured, and submitted by the A.C.N. to the Sub-Commission on Recognitions.

Should the Sub-Commission deem that the nature of the change effected is appreciably improving the performance of the vehicle, the latter will be considered as a new model and a new recognition form will be prepared.

Otherwise, changes will simply be entered on a complementary form, joined to the existing recognition form, and the altered vehicle will be considered as a "variant" of the original vehicle.

255—Recognition Forms

All Touring and Grand Touring Cars recognised by the F.I.A. will be described on a form, called Recognition Form approved by the National Automobile Club, on which will be entered the chief specifications enabling the identification of each model.

A single type of recognition form drawn up by the C.S.I., shall be used by all A.C.N.s.

All competitors shall have to carry the recognition form concerning their model of car. Promoters will be entitled to refuse participation of a car in their event if said form is not produced at scrutineering. Competitors requiring a recognition form should apply to the A.C.N. of the country in which model concerned is manufactured.

256—Fuel

Fuel shall be of a commercial type generally distributed by road service stations, except in cases of special waivers granted by the A.C.N.s with the consent of the C.S.I. in favour of promoters of events taking place in countries where the quality of commercial fuel is insufficient.

Upper-cylinder or two-stroke engine lubricants are authorised, on condition they do not increase the fuel octane number.

CHAPTER II—Group 1: Series Production Touring Cars

257—Definition

Series production Touring cars are motor vehicles intended for the transportation of persons and for which the manufacturer has endeavoured to obtain the best performance in normal conditions of use.

In order to enjoy recognition in the "Touring" category, these cars must be in conformity with a model well defined in a catalogue and obviously intended for normal use, "for pleasures or business." They must be offered to customers by the regular sales department of their manufacturer.

They must be of a model in current production or which has not been definitely abandoned for over four years. They must have been manufactured in series at a minimum of 1,000 units in 12 consecutive months and be identical as far as mechanism and coach work are concerned.

By identical is meant that the external shape and the component materials of the mechanical parts, the chassis and the body must remain unchanged.

To the exception of the modifications and additions explicitly authorised according to the present regulations any accessory and/or any mechanical part may only be replaced by the same accessory or the same part used by the manufacturer for the considered model, the only tolerances in size being those officially foreseen by the factory.

All elements of the vehicle must compulsorily be those of one same recognised model, whether said model is the basic one or one of its variants also recognised (see art. 254) to the exception of elements whereof the addition, the removal or the replacement is explicitly authorised according to the regulations hereafter.

258—Coachwork

Series production touring cars shall have a closed body or a "convertible" body.

Coachwork means all the external parts of the vehicle licked by the air streams and located above a plane passing through the wheel hubs.

Convertible coachwork means a body which can be either completely closed, or open, with inter alia mobile windows in the doors. Is excluded all coachwork fitted with a simple hood offering but a scanty protection against bad weather, even if the hood is equipped with detachable side-screens.

As a rule the body shall be built by the manufacturer of the chassis. However, a series production body manufactured by a coachwork builder approved by the maker of the chassis may be admitted. For cars whose body has been made outside the main factory, there will have to be at least 1,000 units assembled within a period of 12 consecutive months and said cars will be subject to a separate recognition.

259—Number and dimensions of seats

Series Touring cars shall offer the number of seats provided by the manufacturer. This number shall be at least TWO when the engine cylinder capacity is inferior or equal to *1,000 cc., and at least FOUR when the engine cylinder capacity exceeds *1,000 cc. Shall count as seats only those arranged by the coachwork manufacturer to the effect of accommodating passengers and driver. These seats shall have the following minimum dimensions as indicated on sketch below:

(a) is always measured horizontally and parallel to the longitudinal axis of the chassis, between two vertical planes perpendicular to the longitudinal axis and delimiting from front to rear the open space on a level with the height where such measurement is taken.

For a driver seat (a) is measured at floor level, or at the bottom of any recess, from the perpendicular of the nearest pedal at rest.

For a passenger seat (a) is measured at 20 cm. above floor level or the bottom of recesses if need be.

In the case of movable seats their position shall not be altered when measurements are taken.

(b) is measured vertically from the rear end of (a) to the horizontal plane tangent to the highest part of the cushion, as shown on the sketch.

(c) is measured in the horizontal plane defined above from the upper

*Becomes 700 c.c. at 1st January, 1965.