

**Extinguishing system:** All cars of the international racing formulae must be fitted with an extinguishing system conforming to Art. 269.

**Additional safety measures applicable to Formula 1**

The following safety measures will be valid exclusively for Formula 1 as from the dates indicated. If appropriate, these measures replace those mentioned above.

1) At least half of the extinguishing capacity must be placed forward of the engine but rearward of the foremost pick-up points of the front suspension. Waivers to this rule may be given by the CSI for an installation which can be considered to be within the main structure of the car. Applicable as from 1st January 1972.

2) Provision for a clearly indicated external emergency handle which can be actuated easily by the circuit rescue personnel even at a distance with a hook. This emergency handle shall simultaneously initiate the fire-extinguisher, cut off the engine and isolate the battery. Applicable as from 1st July 1972.

3) Compulsory fitting of a headrest capable of restraining 17 kg under a rearward acceleration of 5 G. Its dimensions shall be such that in no case can the driver's head be trapped between the roll-over bar and the headrest itself. Applicable as from 1st January 1972.

4) The use of magnesium sheet will be authorized only if its thickness exceeds 3 mm. Applicable as from 1st January 1972.

5) The battery must be capable of starting the engine at least twice. However, it will be possible to start the engine in the pits or on the dummy grid with an external power source. In that case, the starter socket must be installed at the rear of the car and must face rearwards. If male sockets are used, they must be recessed and be provided with a cover. Applicable as from 1st January 1972.

6) Chromium plating of steel suspension members of over 45 tons per sq in tensile strength is forbidden. Applicable as from 1st January 1972.

7) Manufacturers may replace, inside the rubber safety tanks, safety foam by a supplementary internal bag, made of a supple synthetic material, which shall contain the fuel. The space between this inner bag and the elastomere outer bag to be pressurized with an inert gas. This type of safety tank eliminates the necessity of air vents and avoids any mixtures of air and fuel inside the tank.

8) It will be allowed to increase the overall width of the car to 130 cm on condition that the supplementary 10 cm on each side form a deformable structure containing no fuel, fuel lines, electrical power sources or lines. However, an aerodynamic device situated behind the front wheels must remain within 55 cm on either side of the car's centre-line. Applicable as from 1st January 1972.

9) The part of the structure surrounding the fuel tank which is in direct contact with the external air stream, must include an aluminium sheet of at least 1.5 mm thickness. The alloy used must be an aluminium-magnesium alloy with a minimum tensile strength of 14 tons per sq in and a minimum elongation of 5%.

The use of other materials for the surrounding structure may be authorized by the CSI on condition that they ensure an impact resistance equivalent to the prescribed aluminium. Applicable as from 1st January 1972.

**a) Conditions required for International Formula events**

The following limits of distances are compulsory for all international formula races.

The superior limits are valid for all events admitting cars of international racing formulae.

The inferior limits are compulsory only for events counting towards an FIA Championship, Cup or Trophy.

|    | Length of 1 heat |     | Total length of event | 1 heat-event |     | (in km) |
|----|------------------|-----|-----------------------|--------------|-----|---------|
|    | Min              | Max | Max                   | Min          | Max |         |
| F1 | 150              | 250 | 450                   | 250          | 325 |         |
| F2 | 100              | 175 | 325                   | 200          | 250 |         |
| F3 | 75               | 100 | 200                   | 100          | 175 |         |

**TITLE XI**

**FORMULE LIBRE RACING CARS (Group 9)**

**Art. 300** — It is permitted to organize sporting competitions open to other racing cars than those defined in one of the previous Groups of Appendix J.

All specifications concerning the vehicles and particularly the limitations of the cylinder-capacity are in this case at the discretion of the promoters and it rests with them to list these specifications as clearly as possible in the Supplementary Regulations of the event, which anyway have to be approved by the National Sporting Authority answerable to the FIA.

However racing cars which do not comply with any of the International Racing Formulae, must for security reasons be in conformity with the following rules listed here-above under Art. 296, General prescriptions and definitions: e), f), h), i), j), l), ~~m)~~ *200-201*

**NB:** The introduction of safety foam in safety fuel tanks is only compulsory if commercial fuel is used.