

Sports cars must at least have the weight indicated on the scale hereafter:

engine cylinder-capacity inferior or equal to	500 cc:	450 kgs
engine cylinder-capacity from	600 to 600 cc:	460 kgs
" " " " "	700 to 700 cc:	470 kgs
" " " " "	850 to 850 cc:	480 kgs
" " " " "	1,000 to 1,000 cc:	500 kgs
" " " " "	1,150 to 1,150 cc:	510 kgs
" " " " "	1,300 to 1,300 cc:	525 kgs
" " " " "	1,600 to 1,600 cc:	550 kgs
" " " " "	2,000 to 2,000 cc:	575 kgs
" " " " "	2,500 to 2,500 cc:	600 kgs
" " " " "	3,000 to 3,000 cc:	650 kgs
" " " " "	4,000 to 4,000 cc:	700 kgs
" " " " "	5,000 to 5,000 cc:	750 kgs
" " " " "	6,000 to 6,000 cc:	775 kgs
" " " " "	over 6,000 cc	: 800 kgs

NB: Waiver regarding minimum inside dimensions

Cars of the former Group 5 which benefit from an FIA recognition may continue to run as sports cars, even if they do not comply with the new minimal inside dimensions. Equally cars of the former Group 6 (sports prototype), certified by the National Sporting Authority of the country of construction, to have been manufactured before 1st January 1972 may continue to compete under the new Group 5 rules.

However, the symmetry of the cockpit opening for open cars must in all cases be observed.

Art. 269.—Safety measures

In addition to the safety measures already prescribed by Art. 253, sports cars must be equipped with:

— safety fuel tanks in conformity with the specifications FIA/Spec/FT3 for all cars of a cylinder capacity exceeding 2,000 cm³, competing in speed events on circuits of one or more heats of 100 km.

For all other cars competing in speed races on circuits, the installation of safety fuel tanks in conformity with one of the three sets of specifications approved by the FIA is compulsory.

The tanks must be filled with safety foam in conformity with the American military specifications MIL-B-83054 (Baffle material).

NB: As from 1/1/1973, cars of less than 2,000 cm³ used for speed races on circuits of one or more heats of 100 km, must equally be equipped with safety fuel tanks in conformity with the specifications FIA Spec FT3.

A fire-extinguishing system of at least 5 kg extinguishing capacity. This system must include a manual triggering device which can be operated by the driver on board as well as by any helper outside the vehicle. The triggering device must be indicated by a red circle with the letter E.

The direction of the outlet(s) of the extinguishing system are left to the discretion of the entrant.

For rallies an extinguisher of a minimum capacity of 1 kg is acceptable.

Safety harness: Cars competing in speed races on circuits or in hill-climbs must be equipped with a "six-point" safety harness, ie, a harness made of two shoulder straps, one abdominal strap and two crutch straps. The wearing of this harness is compulsory.

Art. 270.—Supplementary prescriptions concerning the use of aerodynamic devices: the highest point of any forward facing gap in the coachwork shall not be situated above a horizontal plane, 80 cm above the lowest point of the entirely sprung structure of the car.

The maximum width of the coachwork shall not exceed by more than 20 cm the maximum width measured between the two vertical planes tangent to the outer face of the front or rear wheels.

TITLE VIII

NON-DEFINED CARS

Art. 283.—Special ruling for rallies: promoters may allow participation in an event of cars of any type and which do not correspond to any of the above categories or groups, such as for instance military cars, buses, lorries, etc.

But in this case these non-defined vehicles shall have to be classed separately and may under no condition be mingled with other cars in the general classification of the event.

TITLE IX

TWO-SEATER RACING CARS (Group 7)

Art. 284.—Definition: two-seater competition vehicles built exclusively for speed races on closed circuits.

Art. 285.—Classification of cars shall be according to engine displacement as follows:

1st series:	inferior or equal to	850 cc
2nd series:	from	850 to 1,150 cc
3rd series:	from	1,150 to 1,600 cc
4th series:	from	1,600 to 2,000 cc
5th series:	from	2,000 to 3,000 cc
6th series:	from	3,000 to 5,000 cc
7th series:	over	5,000 cc

Supplementary regulations of an event may provide for combining any of the above series of classes.

Art. 286.—Fuel: only commercial fuel such as defined by the FIA shall be used (see definition hereafter).

Art. 287.—Self-starter: the starting of the engine must be done by the driver seated at his wheel by means of a starter with a source of energy aboard the car.

Art. 288.—Brakes: these cars shall be equipped with a dual braking system operated by a single-control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

A separate hand brake (emergency brake) is not required.

Art. 289.—Coachwork: coachwork shall provide comfort and safety for driver and a passenger. All elements of the coachwork shall be completely and neatly designed and finished, with no temporary or makeshift elements. The body shall

cover all mechanical components, except that the intake and exhaust pipes may protrude.

All major body components such as front and rear bonnet and/or hood, mudguards, doors and windscreen must be maintained in normal position throughout the event.

a) Cockpit and seats: there shall be seats for the driver and a passenger of equal dimension and comfort, and equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide for adjustment for the size of the occupant.

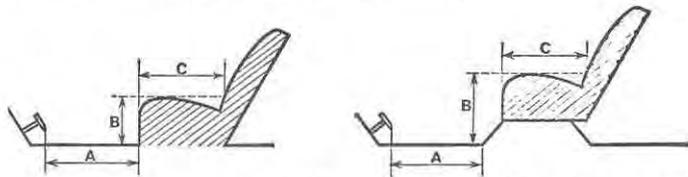
The passenger's space and seat shall remain available throughout the competition and shall not be encroached upon by any element of the car or equipment except as provided in these rules.

The passenger's compartment and seat shall not be sheltered by means of a tonneau cover of any type.

Driver and passenger space shall satisfy the following minimum dimensions:

— the inside minimum width of the compartment shall be 100 cm measured at the immediate rear of the steering wheel hub and at right angles to the longitudinal axis of the car, and must be unobstructed and maintained at least 25 cm in a vertical plane.

Seats must fulfil the following minimum dimensions:



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

For the driver's seat, (A) is measured on the floor level, or at the bottom of any recess if need be, from the perpendicular of the furthest pedal in its position of rest.

For the passenger seat, this measurement is taken at a height of 20 cm above the floor or at the bottom of the recess, if need be.

In case of movable seats it is forbidden to alter the position of any seat while car is being measured.

(B) is measured vertically from the rear of (A) to the horizontal plane tangent to the highest part of the cushion as shown on the drawings.

(C) is measured on the seat's centre-line, in the horizontal plane defined above from the upper end of (B), parallel to (A) and tangent to the foremost point of back of seats.

The arrangement of the body must be such that:

$A + B + C = 110$ cm minimum.

The minimum width for the foot space for each person must be 25 cm measured at right angles to the longitudinal axis of the chassis, plumb to the pedals.

Windshield wipers are not required.

b) Visibility: coachwork shall provide visibility for driver and passenger forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide driver visibility to the rear on both sides of the car.

c) Doors: coachwork shall provide at least two rigid doors giving direct access to each seat. Each door shall accept a rectangle held in a vertical plane of at least 30 cm x 50 cm.

These dimensions shall not include any area above the horizontal plane of the body and door panels. The door openings may not be obstructed in any way. The locking mechanism shall be operable from both inside and outside of the car.

On closed cars, the doors shall be so designed that in case the car is partially or completely overturned at least one of the doors shall remain in a position to be opened, or a means of escape other than the door must be provided.

d) Mudguards: mudguards shall be firmly attached to the coachwork with no gap between body and mudguard. They shall be placed above the tyres and shall cover them effectively by surrounding at least a third of their circumference. The width of each mudguard shall extend beyond the side of the tyres when the wheels are parallel to the longitudinal axis of the car.

In case the mudguards constitute a part of the body, or are partly overhanging by the structure of the body, the combination of mudguards and body, or the body alone, shall meet the above requirements.

e) Aerodynamic devices: the use of aerodynamic devices is authorized provided Art. 252 l (General prescriptions) and Art. 270 (Supplementary prescriptions for two-seater cars) are complied with.

Art. 290.—Lighting: the minimum lighting equipment shall be:

- at least two braking-lights;
- for night racing, two head-lights at least as effective as those normally fitted on touring cars and two direction indicators mounted at the rear.

The supplementary regulations of an event may require additional lighting equipment.

Art. 291.—Wheels and tyres: there shall be no restriction on the size of wheels or tyres, provided they are identical on the right and left front axles, and identical on the right and left rear axles.

A spare wheel and tyre is not required.

Art. 292.—Safety equipment:

a) Fire extinguisher: all cars shall carry during competition a fire extinguishing system in conformity with Art. 269.

b) Scatter shield: the installation of a scatter shield is required on those cars where the failure of the clutch or flywheel could, due to its location, create a hazard to the driver. In addition, any rotating part of the drive train shall not pass openly through the driver and passenger compartment, but must be under the floor or chassis structure.

c) Roll bars: cars shall be equipped with a roll bar in conformity with Art. 253 a).

d) Circuit breaker: cars shall be equipped with a circuit breaker in conformity with Art. 253 p).

e) Oil catch tank: fitting compulsory in conformity with Art. 253 q).