

The type of cylinder (with or without sleeves) as well as the friction system of connecting rod and crankshaft bearings must remain the same as on the original engine.

The number of camshafts is free.

Feeding : the feeding system of the engine is free (by carburettor, direct or indirect injection) but no device liable to have a supercharging effect may be mounted.

The number of cylinders per engine is limited at six, but the C.S.I. reserve their right to reconsider this decision from the moment that the F.I.A. would have recognized in one of the first three groups of Appendix « J », three models of cars of different makes with an engine of more than six cylinders and of a cylinder-capacity inferior or equal to 2.000 cc. However such a decision of modification would only come into effect as from the 1st January of the following year.

Cooling system : the system of the original engine must be preserved (by air, by water).

Propulsion : through a maximum of 2 wheels.

Gear-box : maximum 5 ratios, the reverse-gear not included.

Art. 295. — **Formula n° 3.**

Validity : from 1st January 1964 to 31st December 1968.

Engine : alternating piston engines only. Max. cyl. capacity 1.000 cc. Maximum cylinder-capacity may be obtained by increasing or reducing either the original bore or stroke or both dimensions.

Maximum number of cylinders : 4.

The engine block, including cylinder-head and cylinders (should they be removable) shall be those of an F.I.A. recognized model of car, manufactured in a quantity of at least 1.000 units in 12 consecutive months, excluding all engines with overhead camshafts.

The number of crankshaft bearings shall not be modified, nor the type of bearing (the replacement of a plain bearing by a roller bearing is therefore forbidden). The location of the camshaft shall not be altered.

The induction system shall be the same as that used on the

car from which the engine has been taken (the use of an injection system on an engine normally fed by a carburettor is therefore forbidden).

The engine shall be equipped with only one carburettor, whatever its number of chokes, and a throttling flange of a maximum diameter of 36 mm and a minimum thickness of 3 mm shall compulsorily be mounted between carburettor and inlet pipe. Through this throttling flange all the carburated mixture feeding the cylinders must pass.

No supercharging device is authorized even if a series-production one was mounted on the original engine.

Other mechanical parts : the gear-box shall be that of an F.I.A. recognized model of car, manufactured in a quantity of at least 1.000 units in 12 consecutive months, but not necessarily the one from which the engine has been taken. It shall not have more than 4 forward ratios plus a reverse gear. The scale of ratios is free. The use of any self-locking system on the differential is forbidden.

Dimensions : minimum wheelbase 200 cm
minimum track 110 cm
maximum width of coachwork 95 cm

Minimum weight, without ballast (see hereafter) : 400 kilos.

Certificate of origin : any Formula 3 car showing up at the start of an event shall be supplied with a certificate established by the manufacturer and ratified by the National Sporting Authority, specifying the origin of the basic elements of the vehicle.

Art. 296. — **Prescriptions and definitions applicable to racing cars of the 3 international formulae.**

a) **Minimum weight** : the minimum weight is that of the car in running order i.e. with all lubrication and cooling liquids but without fuel.

The ballast which is prohibited is that of a removable type. It is therefore permissible to complete the weight of the car through one or several ballasts incorporated to the materials of the car provided that solid and unitary blocks are used, and that they are fixed by means of a tool and offer the opportunity of being sealed on should the officials entrusted with the scrutineering of the car deem it necessary.