

Art 258: Group 1/Art 259-60-61: Group 2

sory by the supplementary regulations of the event.

**n) Reboring dimensions:** A maximum reboring dimension of 0.6 mm will be authorised on condition that the piston be the original one and that the cylinder-capacity class remains the same (Art 252 h).

**Tolerance scale:**

1) Tolerances for all machining, excepting bore and stroke: 0.2%. (Articles 148, 150, 74, 75, 161, 171, 185, 186, 192, 211, 212 and also the orifices appearing on page 15 of the homologation form).

2) Article 144: tolerance  $\pm$  0.5%.

3) Unfinished castings: +4% -2%.

4) Valve-lift: +1% (Articles 162, 172, 205).

5) Weight (Articles 151 to 156): +7% -3%.

6) Width of the car at front and rear axles: +1% -0.3%.

7) Wheelbase (Article 3):  $\pm$  1%.

8) Track (Art 110 and 111):  $\pm$  25 mm.

**Former homologation form:**

1) Art 156-158-159-181-196-215-216-225-262-263 orifices p 8.

2) Art 146.

4) Art 182-197-255.

5) Art 160 to 164.

7) Art 1.

**TOURING CARS (Group 2)**

**Art 259—Definition:** Cars of series-production which may be submitted to certain modifications aimed at making them better suited to competition. The list of the modifications and additions authorised is given hereafter under Art 261.

Moreover, in this group, may be classed cars of Group 1 which have been the subject of modifications and/or additions exceeding the limits of Group 1. These cars will then enjoy the same freedom as provided for Group 2.

**Art 260—Minimum production and number of seats:** Touring cars shall have been manufactured in a quantity of at least 1,000 units in 12 consecutive months and be equipped with at least four seats; however, if their cylinder-capacity is equal or inferior to 1,000 cc, they may be delivered as 'two seaters'.

**Art 261—Modifications and additions authorised:** All those already authorised in Group 1, plus those contained in this article.

**a) Minimum weight:** The minimum weights of the cars must be the following (see Art 255h):

Up to	500 cc:	495 kg	Up to	3,500 cc:	1,050 kg
„ „	600 cc:	535 kg	„ „	4,000 cc:	1,115 kg
„ „	700 cc:	570 kg	„ „	4,500 cc:	1,175 kg
„ „	850 cc:	615 kg	„ „	5,000 cc:	1,225 kg
„ „	1,000 cc:	655 kg	„ „	5,500 cc:	1,280 kg
„ „	1,150 cc:	690 kg	„ „	6,000 cc:	1,330 kg
„ „	1,300 cc:	720 kg	„ „	6,500 cc:	1,365 kg
„ „	1,600 cc:	775 kg	„ „	7,000 cc:	1,405 kg
„ „	2,000 cc:	845 kg	„ „	7,500 cc:	1,425 kg
„ „	2,500 cc:	920 kg	„ „	8,000 cc:	1,445 kg
„ „	3,000 cc:	990 kg	Over	8,000 cc:	1,530 kg

**b) Modifications of the original mechanical parts:** The original mechanical parts having undergone all the normal machining operations foreseen by the manufacturer for series-production, except those for which the present article provides a freedom of replacement, may be subject of all perfecting operations by means of finishing or scraping, but not replacement. In other words, provided the origin of the series-production part may always be ascertained undoubtedly, this part may be rectified, balanced, adjusted, reduced or modified in its shape through machining. This permission however does not apply to brake callipers. Any adjunction of material in an homogenous way (welding, gluing, electrolysis) is forbidden for the following mechanical elements: engine, gear-box, transmission, suspension parts.

**c) Engine—cylinder-heads and valves:** Besides the modifications which can be carried out on the cylinder-head as specified under paragraph b), complete freedom is left as regards valves, valve-guides and valve-seats. The number of valves per cylinder cannot be modified. It is allowed to add washers to the valve-spring assembly.

Valve-springs are submitted to no restriction as regards their number and type, provided the modifications remain within the limits provided for in b).

**d) Engine—induction system and elements:** Free. However, supercharging will be forbidden if not homologated.

In case a supercharging system would be homologated in series, complete freedom is granted in so far as its preparation is concerned.

A turbocharger may not be replaced by another type of compressor and vice versa.

(Turbocompressors remain turbocompressors, mechanical compressors remain mechanical compressors, etc.)

**e) Engine—reboring:** No overlapping of cylinder-capacity class is allowed (Art 252 i). A 0.6 mm maximum reboring is permitted in relation to the original series bore. It is permitted to sleeve (or re-sleeve) the engine within the authorised dimensions.

By sleeve, it will be understood the metal cylinder inside which the piston moves. This part will be a separate component which will be fitted in the block in different ways: pressed, welded, etc.

The material will be free. In case the engine would be directly bored and no intermediate part used, it will be possible to add a sleeve, the material of which will be free. An addition of material will be permitted inside the cylinder, by way of derogation to Art 261 b).

**f) Engine—exhaust system and elements:** Free. The piping will however be conceived in such a way as to end on one of the sides or at the rear of the car.

However, for all types of events, organisers may provide for a particular restriction, which will be mentioned in the regulations of the event. Besides, for events run on open roads, the efficiency of the mufflers must conform to the legal prescriptions of the country where the event is run.

**g) Engine—bearings:** Plain, or roller bearings may be replaced by others of the same type.

**h) Engine—gaskets:** Gaskets may be replaced by others or suppressed.

**i) Engine—lubrication system:** The oil sump is free. The oil pump may be modified provided its original body is retained.

The number of oil pumps originally fitted cannot be changed.

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A dry sump lubrication system is forbidden, unless homologated (see Art. 261-66).

Oil filters and oil coolers are free (type, number and capacity). The fitting of an oil cooler exterior to the coachwork is only permitted below the horizontal plane passing through the centre of the wheel-hubs. In no case, such a fitting of an oil cooler may result in the addition of an aerodynamic enveloping structure. Moreover, the oil cooler must not constitute a protuberance outside the general car perimeter, seen from above, such as presented on the starting line.

**j) Engine—camshafts and valve gear:** Free. Yet, the location, number and driving system of the camshaft(s) cannot be changed (chain, belt, gears, con-rods, etc).

The freedom concerning the camshaft(s) does not apply to its (their) emplacement(s) nor housing(s).

**k) Engine—piston, piston axle and piston rings:** Free.

**l) Engine—other elements:** Mountings are free. The cooling fan and water-pump may be modified, replaced or suppressed.

There is no restriction for the fuel pumps as regards number, type, location and output. Nevertheless, it must never be located in the passengers' compartment.

The inclination and the position of the engine inside the engine compartment are free, provided however the implied modifications do not go beyond what is allowed in Art 261 b, l, m and n.

**m) Transmission:** The homologated gear-box ratios, including those eventually homologated for Group 1, may be mixed, on condition that the gears are not combined into a one piece gear unit. The number of ratios of the gear-box(es) of origin must be retained. The synchronisation system of origin must be retained.

Selection forks may be reinforced by addition of material, by way of exception to Art 261 b).

Mountings are free. The location and type of the gear lever are free. The gearbox casing should remain that of origin, within the limits of the modifications permitted in paragraph b). The original principle of lubrication of the box should be retained; however a cooling device for the gear-box oil is authorised (circulation pump and radiator).

For cars fitted with automatic gear-box, a complete freedom is left for the ratios on condition that their number is unchanged. The torque converter is free.

**Differential:** Mountings are free. The differential ratio must be homologated. A limited-slip or self-blocking differential may be fitted, provided it can be located in the casing without entailing a modification beyond that allowed under paragraph b). All the transmission shafts and joints between the engine and the wheels are free.

The original principle of lubrication must be retained; however a cooling device for the oil is authorised (circulation pump and radiator). A complete freedom is left as regards pulleys and belts for belt transmissions.

**Clutch:** The clutch will be free on condition that it has the same number of discs as the series-production clutch and that the original bell-housing and flywheel are retained.

**n) Suspension:** It is permitted to modify the original parts of the suspension

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according to the specifications of Art 261 b). The addition or suppression of an anti-sway bar is permitted. This anti-sway bar must play no other part in the suspension.

The material and dimensions of the main spring are free, on condition that it remains unique in the performance of its function.

The addition of auxiliary springs is permitted on condition that the main spring of origin be retained unchanged.

The shock absorbers anchoring points may be reinforced.

The fitting of joints of a different type and/or material is authorised. Pivoting points must remain in their original location.

**o) Steering:** The steering ratio is free, provided that the original steering box is kept. A servo steering system may be disconnected.

**p) Wheels and tyres:** Free, provided their fitting can be carried out in full conformity with Art 255 d) and in so far as the complete wheel (Art 252 l) width in relation to the cylinder-capacity of the car does not exceed the following dimensions:

Up to 1,300 cc:	9"
" " 1,600 cc:	10.5"
" " 2,000 cc:	11.5"
" " 3,000 cc:	13"
" " 5,000 cc:	14"
" " 6,000 cc:	15"
Over 6,000 cc:	16"

Moreover, the four wheels of a car must always have the same diameter (Art 252 l). The spare-wheel is not compulsory. However, in case one should be installed, it must be firmly attached, not installed within the space reserved for the driver and the front passenger, and not entail modifications in the outside aspect of the coachwork.

It is specified that the track is free.

**q) Electrical equipment—lighting equipment:** Free. Yet for events on open roads, the vehicle must be in compliance with the police regulations of the country where the event is run or with the international convention on road traffic (Art 255 k).

The replacement of a rectangular headlight by two circular ones fitted on a support corresponding to the dimensions of the aperture and sealing it completely is allowed.

The liberty given for the lighting devices concerns their replacement or modification, but does not allow their suppression.

Their number should be even. The minimum lighting equipment should remain in normal functioning conditions during the whole event. Two stop lights are compulsory.

The location(s) of the battery(ies) is(are) free. It(thèy) must not be placed in the passenger compartment. In the case of one or several batteries being placed inside the passenger compartment of a car in normal production, it(they) may remain there provided that it is(they are) adequately protected.

**Electrical system—engine accessories:** It is allowed to replace a dynamo by an alternator and vice-versa. Its mounting brackets and crankshaft pulley are free. The generator may be removed or put out of use. The ignition system is free on condition the modifications involved are authorised in Art 258 e). The fitting of a double ignition system is not allowed, except if homologated with a

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minimum production equal to that of the basic homologation.

The make and type of the starter motor are free.

**r) Fuel tanks and water radiators:** The capacity of fuel tanks is limited by Art 255 g).

The fuel tank may be replaced either by a fuel tank homologated in accordance with Art 261 bb (in the site provided for it by the manufacturer when this fuel tank was homologated), or by an FIA homologated safety tank (minimum specifications FT3). If the original is retained, its site may only be changed in accordance with Article 255 g).

Should the tank and its filler be located in the luggage compartment, an outlet must be provided for the fuel accidentally spilled in this compartment.

The location and dimensions of the filler orifice as well as those of the filling cap may be changed, provided the new fitting does not protrude beyond the coachwork line and provides against fuel leakage into the inside compartments of the car.

There is complete freedom as regards the water radiator and its capacity. Its location may be changed provided no modification is entailed either to the outside or to the inside (habitacle) of the coachwork.

**s) Braking equipment:** The mounting of a double master-cylinder or of any device which produces simultaneous action on the four wheels and a separate action on two wheels at least is compulsory.

The discs may be replaced by others provided the area of the friction surface is not modified; the same does apply to the drums.

Changing discs to drums and vice-versa is forbidden.

Linings are free. The backing plates may be modified and fitted with air openings. Protection shields may be modified or suppressed. Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

The addition or the suppression of brake servos is allowed.

It is not permitted to modify the disc callipers which can only be replaced by callipers homologated by the manufacturer without minimum production (re Art 261 bb).

A brake-cooling system using an additional liquid may be homologated with no production minimum. The liquid used must obligatorily be water.

**t) Cables and pipes:** It is allowed to entirely modify the arrangement, location and materials of all cables and pipes providing for the passage of fluid elements (air, water, fuel, electric currents, etc, including the suspension system).

The fuel and high temperature liquid pipes and air ducts should not pass through the habitacle, except if this mounting is realised in series. In all cases, these pipes should be efficiently protected.

**u) Springs:** Any spring, including its abutment(s), may be modified or may be replaced by another one of similar type (ie, leaf spring, coil-spring, etc) except in the case of the suspension where Art 261 n) applies. Its original location must be retained.

**v) Coachwork—Chassis:** Any lightening or modification which is not expressly permitted is forbidden. Any kind of reinforcement is permitted. The front seats and their mounting brackets may be replaced.

It is permitted to remove the rear seating arrangements, as well as the passenger seat. However, when the rear seating arrangements are removed, cars shall be fitted with a rigid metallic partition flame and liquid proof which will

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separate the passengers' compartment from the engine compartment and fuel tank.

The moving rearwards of the front seat beyond the vertical plane defined by the front edge of the original rear seat, is not allowed.

It will be forbidden to install anything except the fire extinguisher, the roll-bar, and, according to the case, the spare wheel inside the passengers' compartment.

The removal of exterior decorative side strips is allowed.

It is allowed to fit aerodynamic devices on the front part of the car below the horizontal plane passing through the centre of the wheel-hubs. Nevertheless, these aerodynamic devices shall not protrude beyond the overall perimeter of the car, seen from above.

All homologated windows and winding mechanisms should be retained. The original rear window should also be retained. Non-visible insulating material may be removed. Trimmings of the passengers' compartment, of the door panels, etc, which are normally provided for cars of the series-production may be lightened but not removed. The original aspect of the inside must be kept. It is also permitted to remove the glove-box lid and the floor carpets.

It is permitted to widen the wing by beating, within the limits foreseen by Art 261 cc) (wing extensions).

It is specified that when the fitting of a safety element required by the regulations (double braking circuit for example) entails the modification of structural elements, this modification must be duly homologated (without production minima).

**Additional fasteners:** At least two fasteners, able to be operated from the outside, are compulsory on each bonnet and boot lid.

Should the modification made be considered a modification of the coachwork, it should be homologated by the manufacturer, with no production minimum.

In addition, for all competitions on closed roads, competitors must render inoperative the original fasteners, and the safety catch, if there is one. On open roads, this measure is left to the discretion of competitors.

**Bumpers:** Changing bumpers is no longer authorised in rallies.

Bumpers which are not integrated may be removed for events run only on closed tracks. However, no brackets may protrude beyond the coachwork.

The material of which coachwork-integrated bumpers are made may be changed, provided that the new mounted bumpers have the same shape and dimensions as the original ones and that they are no heavier.

**w) Heating system:** It is permitted to remove the heating devices and their accessories on condition that the demisting of the windshield and the rear window remains assured, if provided in series.

**bb) Optional equipment which may be homologated without a minimum production:**

(This paragraph must be applied in conformity with Articles 259, 260, and 261.)

—Reinforced suspension elements and rear/front axles, provided they are absolutely interchangeable with the original part and that the pivoting points to the chassis remain in their original location and that the kinematics of the suspension is not modified.

—Different dashboard.

—Brakes—brake callipers (the brakes may possibly be of a different type)

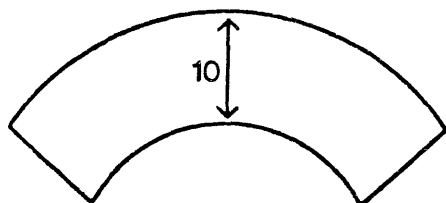
and brake cooling devices.

- Fuel tanks.
- Steering rods.
- Servo steering (Art 261 o).
- Dry sump engine lubrication.

**cc) Free equipment which need not be homologated:**

- Underneath protections.
- Wing extensions: Simple deflectors of at least 120° and of 5 cm maximum width and 10 cm maximum height and of free material.

These wing extensions shall cover the rearward wheel opening over at least 60° in relation to the vertical taken through the hub (see drawing 14).



Front view

Drawing No 14



Side view

For measuring the maximum width, the measurement is to be done at the vertical going through the centre of the wheel hubs. It is permitted to cut the existing wing under the wing extension.

Fitted pneumatic jacks installed in the car are allowed subject to their installations respecting Article 261 in full, and that in particular neither the bodywork nor the cockpit were modified in any way.

### SERIES-PRODUCTION GRAND TOURING CARS (Group 3)

**Art 262—Definition:** Cars with at least two seats, manufactured on a limited series-production scale for the drivers who seek the best possible performances and/or the greatest comfort.

**Art 263—Minimum production and number of seats:** Grand Touring Cars must have been manufactured in a quantity of at least 1,000 units identical in all respects (unless the authorisations, listed hereafter under Art 264, specify otherwise) over a period not exceeding 12 consecutive months and be equipped with at least two seats.

**Art 264—Modifications and/or additions authorised:** Exactly the same as those authorised for Group 1 (see Art 258).

### GRAND TOURING CARS (Group 4)

**Art 265—Definition:** At least two-seater cars manufactured on a small series-production scale, and which may be subject to modifications in order to be more particularly adapted to sporting competition. This group also includes cars derived from those homologated in Group 3 (Series-production GT cars) and modified beyond the limits allowed for Group 3.

**Art 266—Minimum production and number of seats:** The Grand Touring cars must have been manufactured in a quantity of at least 400 units over a