

- Gearboxes including those with a different number of speeds.
- Overdrive systems.
- Different steering cases.
- Different transmission shafts and half-shafts with joints.
- Connecting rods but not in a different basic material.
- Different clutch and different flywheel-type and dimensions—provided their fitting is possible, within the limits of Art. 260 a).
- Clutch housings, differentials and gearboxes (extension housing included) of a different basic material.
- Cylinder head of a different shape and/or material, provided that the position and number of camshafts, and the number of valves per cylinder, remain unchanged. By position is meant either in the block or in the head.
- Crankshafts of a same basic material provided the type and diameter(s) of the bearings remain those specified on the recognition form. Nevertheless, this optional crankshaft must retain the original stroke.
- Different bearing caps.
- Equipment for dry-sump lubrication.

Important: Since 1/1/72 all recognitions concerning optional lightweight coachwork elements mentioned hereafter: doors, windows, engine bonnet and trunk lid, have been deleted. Consequently, the Technical Stewards are notified that the addenda to the basic recognition sheets regarding such optional equipment are no longer valid.

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

- Different dashboard.
- Protection shields under the car provided they do not decrease in a significant way the aerodynamic drag of the car.
- Wing extensions, aesthetically acceptable, provided they do not entail an increase of the width of the wings of more than 5 cm on each side of the car. Measurement is to be done at the vertical going through the centre of the wheel hubs.
- Brakes of different type and/or dimensions, which may include larger hubs and spindles.

cc) Any other option affecting directly or indirectly the performance of the car cannot be recognized unless 1,000 identical cars equipped with this option have been manufactured in 12 consecutive months.

In case this Article would be applied within Group 4 (Special GT), the minimum production would obviously be 500 cars and not 1,000.

NB: On account of the important modifications brought to the present group 2 in 1970, scrutineers are requested to disregard the note 'Important' mentioned on the International recognition form and specifying which numbers are to be retained for the technical verification.

TITLE V

SERIES—PRODUCTION GRAND TOURING CARS (Group 3)

Art. 261.—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 without a special concern about the cost.

Art. 262.—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 authorizations, listed hereafter under Art. 263 specify otherwise) and be equipped with at least two seats.

Art. 263.—Modifications and/or additions authorized: exactly the same as those authorized for group 1 (Series-production touring cars) (see Art. 257).

TITLE VI

SPECIAL GRAND TOURING CARS (Group 4)

Art. 264.—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 recognized in group 3 (Series-production GT cars) and modified beyond the limits allowed for group 3.

Art. 265.—Minimum production and number of seats: the Special Grand Touring cars must have been manufactured in a quantity of at least 500 units and be equipped with at least two seats.

Art. 266.—Modifications authorized: exactly the same as those authorized for Group 2—Special Touring cars (see Art. 260).

TITLE VII

SPORTS CARS (Group 5)

Art. 267.—Definition: Two-seater competition cars especially manufactured for speed or long-distance races on closed circuits. Their use on open roads may however be foreseen and, in that case, the cars must include all elements normally provided and legally required for vehicles using public roads.

Art. 268.—General specifications: These cars should comply with the general prescriptions concerning cars of categories A and B (see Art. 253), except as regards the following points:

- a) the luggage trunk is optional (Art. 253 g),
- b) the spare-wheel is optional (Art. 253 l),
- c) in the case of an open car, the windshield and the transparent parts of the door are optional; however, if they are provided for, their dimensions are free (if no windshield is provided for, windshield-wipers are not compulsory),
- d) in the case of an open car, the opening delimiting the driver/passenger compartment must be symmetrical about the lengthwise centre-line of the car,
- e) An opaque and non-flexible part of the coachwork must extend downwards behind the rear wheels of the car to 20 cm minimum from the ground and over the entire width of the rear wheels and tyres. (Prescription valid as from 1st April 1972).

Besides, it is specified that the Appendix J distinguishes only an entirely open car, ie, the passenger's and the driver's seats uncovered, and entirely closed cars.

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	500 to 600	600 cc: 460 kgs
" "	600 to 700	700 cc: 470 kgs
" "	700 to 850	850 cc: 480 kgs
" "	850 to 1,000	1,000 cc: 500 kgs
" "	1,000 to 1,150	1,150 cc: 510 kgs
" "	1,150 to 1,300	1,300 cc: 525 kgs
" "	1,300 to 1,600	1,600 cc: 550 kgs
" "	1,600 to 2,000	2,000 cc: 575 kgs
" "	2,000 to 2,500	2,500 cc: 600 kgs
" "	2,500 to 3,000	3,000 cc: 650 kgs
" "	3,000 to 4,000	4,000 cc: 700 kgs
" "	4,000 to 5,000	5,000 cc: 750 kgs
" "	5,000 to over 6,000	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