

Art 267: Group 4/Art 268-69: Group 5

period not exceeding 24 consecutive months, and be equipped with at least two seats.

Art 267—Modifications authorised: Exactly the same as those authorised for Group 2 (Touring Cars) (see Art 261), with the exception of the following weights (Art 255 h):

Up to	500 cc:	495 kg	Up to	3,500 cc:	1,005 kg
" "	600 cc:	535 kg	" "	4,000 cc:	1,075 kg
" "	700 cc:	570 kg	" "	4,500 cc:	1,120 kg
" "	850 cc:	615 kg	" "	5,000 cc:	1,170 kg
" "	1,000 cc:	655 kg	" "	5,500 cc:	1,225 kg
" "	1,150 cc:	670 kg	" "	6,000 cc:	1,270 kg
" "	1,300 cc:	700 kg	" "	6,500 cc:	1,310 kg
" "	1,600 cc:	740 kg	" "	7,000 cc:	1,340 kg
" "	2,000 cc:	810 kg	" "	7,500 cc:	1,365 kg
" "	2,500 cc:	880 kg	" "	8,000 cc:	1,380 kg
" "	3,000 cc:	945 kg	Over	8,000 cc:	1,465 kg

SPECIAL PRODUCTION CARS (Group 5)

Art 268—Definition: Special production cars for which no minimum production number is required, but which are derived from those cars benefiting from a valid homologation in Groups 1 to 4.

Art 269—Modifications allowed: All modifications authorised for Groups 1 to 4 (Art 258 and 261) are permitted, as well as those specified in the present chapter.

a) Minimum weights: Cars will weigh at least the following weights (Art 255h):

Cylinder-capacity inferior or equal to	500 cc:	450 kg
" "	600 cc:	495 kg
" "	700 cc:	525 kg
" "	850 cc:	555 kg
" "	1,000 cc:	585 kg
" "	1,150 cc:	610 kg
" "	1,300 cc:	635 kg
" "	1,600 cc:	675 kg
" "	2,000 cc:	735 kg
" "	2,500 cc:	800 kg
" "	3,000 cc:	860 kg
" "	3,500 cc:	915 kg
" "	4,000 cc:	970 kg
" "	4,500 cc:	1,025 kg
" "	5,000 cc:	1,065 kg
" "	5,500 cc:	1,115 kg
" "	6,000 cc:	1,155 kg
" "	6,500 cc:	1,190 kg
" "	7,000 cc:	1,220 kg
" "	7,500 cc:	1,240 kg
" "	8,000 cc:	1,255 kg
" "	over 8,000 cc:	1,330 kg

b) Coachwork—chassis:

b1) Coachwork: The outside shape of the original coachwork must be retained, except as concerns the wings and the aerodynamic devices allowed. Trim-strips, mouldings, etc, may be removed. Windscreen wipers are free, but there must be at least one in working order. The highest figure in Art 6 of the homologation form (Art 4 of the old form) shall be taken into consideration for limiting the overall length of the coachwork. The car's overall maximum width is limited to two metres.

b2) Bodyshell—chassis: No modification may be made in the series-production bodyshell and/or chassis, except as concerns lightening the original basic structure by removing material and/or adding reinforcements.

b3) Doors, bonnets and bootlids: Their material is free, provided that their original outside shape is retained.

Door hinges and outside door handles are free: the original lock must be retained.

The locking devices on the bonnet and bootlid, as well as the hinges, are free.

There must be four locking devices, and opening from the outside must be possible. The original closing system must be removed. Openings may be made in the bonnet for ventilation, provided that they do not make mechanical components visible. In all circumstances, the bonnets and bootlids must be interchangeable with the original homologated ones.

b4) Glass surfaces: Except for the windscreen, the material is free, provided that windows are transparent. However, the window in the driver's door, and the one in the passenger's door, if the event's supplementary regulations permit one, must be made of the original homologated material.

The original opening of this (these) window(s) must be retained and must be equal to one-third of the minimum surface required in Art 255 e). The opening of the rear windows is free. The way they are attached is free.

Sliding windows will be authorised.

b5) Cockpit ventilation openings: Openings may be made in the coachwork for ventilating the cockpit, provided that they are placed:

—at the rear roof edge above the rear window and/or in the area between the rear side window and the rear window;

—that they do not protrude beyond the original line of the coachwork.

b6) Wings: The material and shape of the wings are free. However, the shape of the wheel arches must be retained, but this does not imply that their original dimensions must be retained. The wings shall project out over the wheels and provide efficient coverage over at least one third of their circumference and at least the whole width of the tyre.

Openings for cooling may be made in the wings. However, should they be made behind the rear wheels, louvres must make it impossible to see the tyre from the rear along a horizontal plane.

The inside of the wings is free. It is therefore permitted to install mechanical components there.

b7) Interior: Interior trim, door panels, etc are free.

The dashboard must have no protruding angles. The seat must be located entirely on one side or the other of the longitudinal vertical plane passing through the middle of the car.

The bulkheads separating the cockpit from the engine compartment and the

boot must retain their original place, shape, and material. Installing components up against or passing through one of these bulkheads is however permitted, provided that this does not protrude into the cockpit more than 20 cm (as measured perpendicularly to the bulkhead). This possibility does not apply to the engine block, sump, crankshaft, or cylinder head.

In addition, the floor may be modified, provided that it is not made higher than the door sills. In this case, the original floor may be removed.

It is also permitted to make the modifications necessary for installing a new transmission.

The tubes, pipes, and electrical lines running through the cockpit must comply either with the prescriptions of Art 253 b), or with aviation norms.

Except for components installed up against or through bulkheads, only the following accessories may be installed in the cockpit: spare wheel, extinguisher, medical air, communication equipment, ballast.

c) Mechanical components: No mechanical component may protrude beyond the car's original coachwork, except inside the wings.

c1) Engine: The original cylinder block homologated on the basic car should be retained. The cylinder-capacity will be free, and may be obtained by changing the bore and/or the original stroke. Sleeving/resleeving are free. The engine should be located within the original engine compartment, and the original orientation of the crankshaft seen from above should be retained.

It is not permitted to use several engine blocks.

c2) Transmission: The driving wheels of the homologated basic model must remain the driving wheels. This implies that a four-wheel-drive transmission can only be used on a car so designed at the origin. The gear-box must remain in its original compartment for instance, in front of or behind the engine, at the driving axle, etc. Adding any device for stepping up the gearing is authorised.

c3) Other mechanical components: Free.

d) Suspension: The type of suspension homologated must be retained. However, it is permitted to modify or add fixation points, to modify or replace the connection units of the suspension system. The type and the number of springs and dampers are free.

By type of suspension is meant: McPherson, rigid rear axle, De Dion rear axle, wishbones, trailed wheel, etc.

The wheelbase of origin must be retained (tolerance $\pm 1\%$ according to Art 258).

e) Steering: Free.

f) Wheels: Free. However, the following maximum complete wheel (see Art 252 l) widths, in relation with the cylinder-capacity, will be authorised:

Up to 1,000 cc: 11"
" " 1,300 cc: 12"
" " 1,600 cc: 13"
" " 2,000 cc: 14"
" " 3,000 cc: 15"
over 3,000 cc: 16"

g) Brakes: Free (Art 253 j).

h) Tanks: Cars must be equipped with safety tanks in compliance with the specifications FIA/Spec/FT3 or FIA/Spec/FTA, in the conditions of Art 272 h.

The location of the fuel tank is free on condition that it is placed neither in

the cockpit nor in the engine compartment, except if that is the homologated location.

Cutting through the flooring to install a tank is permitted.

Safety tanks are optional in:

—Hill climbs, if total fuel tank capacity is not greater than 20 litres, and if no tank is located more than 30 cm from the car's longitudinal centre line.

—Circuit races in one or several heats of less than 100 km.

Should a safety tank not be used, a real fuel tank must be used.

i) Aerodynamic devices: Seen from above, aerodynamic devices need not follow the contour of the shape of the car. Those which are not homologated for series-production must fit within the car's frontal projection.

In the front: They may not exceed by more than 10% the wheelbase of the car (measurement made from the overall limit of the coachwork) and they may in no case exceed by 20 cm the overall limits of the original bodywork (Art 269 b); they will compulsorily be installed below the horizontal plane passing through the wheel hub and may be inscribed between the lowest suspended part and the ground.

In the rear: They may not exceed by more than 20% the wheelbase of the car (measurement made from the overall limit of the coachwork) and they may in no case exceed by 40 cm the overall limits of the original bodywork (Art 269 b).

TWO-SEATER RACING CARS (Group 6)

Art 270 — Definition: Two-seater competition cars built specially for speed races on closed circuit.

Art 271 — General specifications: These cars should answer the General Prescriptions concerning cars of Groups 1 to 6 (see Art 252 and 255) except as regards the following points:

- a) The space for the luggage is optional (Art 255 f).
- b) The spare-wheel is optional (Art 255 i).
- c) In the case of an open car, the windscreen as well as all the transparent parts of the doors, if provided, are optional and their dimensions free.
- d) Doors are optional. In case they should be fitted, they should have the dimensions foreseen by Art 255 e).

Art 272 — Supplementary specifications:

a) Minimum weight: Cars should weigh at least the following weights:

Cylinder-capacity inferior or equal to	1,000 cc:	500 kg
„ „ from	1,000 to 1,300 cc:	535 kg
„ „ „	1,300 to 1,600 cc:	560 kg
„ „ „	1,600 to 2,000 cc:	600 kg
„ „ „	2,000 to 3,000 cc:	700 kg
„ „ „	3,000 to 4,000 cc:	765 kg
„ „ „	4,000 to 5,000 cc:	810 kg
„ „ „	5,000 to 6,000 cc:	840 kg
„ „ „	over 6,000 cc:	850 kg

b) Battery: The location of the battery is free. However, it should be firmly secured and entirely protected by a box of insulating material.