

The material of the side and rear windows may be changed from glass to plastic of not less than 5 mm or 3/16th of an inch in thickness. The windscreen must be made of a safety-glass. Bumpers may be removed (though any sharp edges of bodywork left exposed must be covered). No other change in coachwork material is permitted.

Inside the car (passenger compartment) all the trim and mechanism such as window winders, etc must remain unchanged except that the carpets and floor padding can be dispensed with. A roll-over cage, if fitted, may penetrate trim or rear-seats but must nevertheless be in entire conformity with Article 253—Safety devices—of Appendix J.

Instrument panels, steering wheels, seats, etc, may of course be modified as permitted in Groups 1 and 2 of Appendix J. Those parts of the body, which are not in sight, such as wheel arches, the inside of the engine compartment and the inside of the luggage compartment may be modified. This may not result however in the removal of parts, nor lead to the deforming of the coachwork externally or internally.

On the mechanical side, apart from the original cylinder-block, clutch-housing, gearbox casing and axle banjo, which must be retained, everything is free. Moreover the above mentioned parts can be modified to attach other units to them.

So long as the camshaft remains in its original position, the cylinder-head can be changed including the porting (arrangement and number). By position is meant in the cylinder-block or in the cylinder-head.

The number of valves per cylinder may not be changed.

The exhaust system including the manifold is free. On the other hand cars of Group 5 competing in open road events must comply in every respect with the Convention on International road traffic. The number and type of bearings (plain, ball, roller) must remain as original.

The bore and the stroke may be altered so long as the engine remains in its original cylinder-capacity class such as delimited in Appendix J under Article 252.

However an engine can be moved into another class by fitting a supercharger, for then the actual cylinder-capacity will have to be multiplied by a factor of 1.4 to give the car's cylinder-capacity class.

A turbo-charger will also be regarded as a supercharger.

The position and the inclination of the engine are free within the limits of the original engine compartment.

The radiator, including its capacity is free. Its location may be changed provided the interior (passenger compartment) and exterior appearance of the coachwork remains unchanged.

The fuel tank capacity is free within the limits specified by Appendix J under Art. 253. When replacing the original tank it is recommended to fit a safety-type fuel tank.

The location and the dimensions of the filling port and cap may be changed provided the new arrangement is aesthetically acceptable, does not break the line of the coachwork and ensures that any spilled fuel does not enter any internal compartment of the car.

If a car is fitted with a solid axle, this must be retained but leaf springs may be replaced by locating arms and another type of spring. If independent suspension is fitted, the system must not be changed, but the springing medium can be.

Shock-absorbers are free, including their number and mounting.

Transmission ratios are free including the number of gear ratios. It is also permitted to fit a device limiting the normal functioning of the differential, provided it can be fitted in the original differential casing.

Wheels and their method of attachment are free so long as their diameter is one of these recognized for the car.

The track is free but the wings shall cover at least one-third of the circumference of each wheel fitted with its tyre (Appendix J, Art. 253).

Wing-extensions may only be used when duly recognized for the car model concerned. The fitting of wider wheels is subject to the car remaining in compliance

with the specifications concerning maximum turning radius (Appendix J, Art. 253),
Moreover the ground-clearance of the car may not be inferior to 10 cms (Art. 253, Appendix J).

TITLE VIII

PROTOTYPE SPORTS CARS

Art. 281.—Definition: experimental competition cars especially manufactured for speed or endurance races on closed circuits. Their use on open roads may be foreseen and in that case, the cars must include all equipments normally provided and legally required for vehicles using public roads.

Art. 282.—Specifications: these cars shall meet all general prescriptions concerning cars of categories A and B (see Art. 253) except for the following points:

- a) the protected height of at least 80 cm is optional (Art. 253 b 2nd case),
- b) the windscreen is optional (Art. 253 c), but if there is one, its dimensions are free,
- c) the hood is optional (Art. 253 e),
- d) luggage space is optional (Art. 253 h),
- e) the spare wheel is optional (Art. 253 k).

Furthermore, prototype sports cars must be fitted with a double braking system such as specified under Art. 266 f.

As regards open cars, the following specifications must be complied with:

- if the windscreen height is reduced to such an extent that the driver looks over the top of it instead of through it, it may be considered as a mere wind-deflector. In that case, it may be of transparent plastic material and wipers are optional.
- unimpeded rear view must be ensured (for instance, by a rear-viewing mirror on either side of the vehicle).

TITLE IX

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 X

TWO-SEATER RACING CARS

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:

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| 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 |