

cover all mechanical components, except that the intake and exhaust pipes may protrude.

All major body components such as front and rear bonnet and/or hood, mudguards, doors and windscreen must be maintained in normal position throughout the event.

a) Cockpit and seats: there shall be seats for the driver and a passenger of equal dimension and comfort, and equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide for adjustment for the size of the occupant.

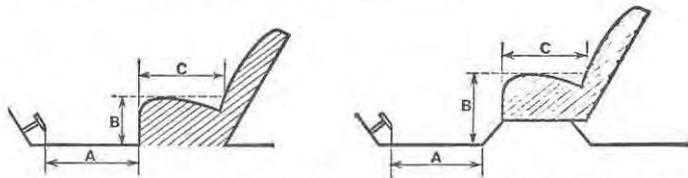
The passenger's space and seat shall remain available throughout the competition and shall not be encroached upon by any element of the car or equipment except as provided in these rules.

The passenger's compartment and seat shall not be sheltered by means of a tonneau cover of any type.

Driver and passenger space shall satisfy the following minimum dimensions:

- the inside minimum width of the compartment shall be 100 cm measured at the immediate rear of the steering wheel hub and at right angles to the longitudinal axis of the car, and must be unobstructed and maintained at least 25 cm in a vertical plane.

Seats must fulfil the following minimum dimensions:



(A) is always measured horizontally and parallel to the longitudinal axis of the chassis, between two vertical planes perpendicular to the longitudinal axis and defining from front to rear the open space on a level where such measurement is taken.

For the driver's seat, (A) is measured on the floor level, or at the bottom of any recess if need be, from the perpendicular of the furthest pedal in its position of rest.

For the passenger seat, this measurement is taken at a height of 20 cm above the floor or at the bottom of the recess, if need be.

In case of movable seats it is forbidden to alter the position of any seat while car is being measured.

(B) is measured vertically from the rear of (A) to the horizontal plane tangent to the highest part of the cushion as shown on the drawings.

(C) is measured on the seat's centre-line, in the horizontal plane defined above from the upper end of (B), parallel to (A) and tangent to the foremost point of back of seats.

The arrangement of the body must be such that:

$$A + B + C = 110 \text{ cm minimum.}$$

The minimum width for the foot space for each person must be 25 cm measured at right angles to the longitudinal axis of the chassis, plumb to the pedals.

Windshield wipers are not required.

b) Visibility: coachwork shall provide visibility for driver and passenger forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide driver visibility to the rear on both sides of the car.

c) Doors: coachwork shall provide at least two rigid doors giving direct access to each seat. Each door shall accept a rectangle held in a vertical plane of at least 30 cm x 50 cm.

These dimensions shall not include any area above the horizontal plane of the body and door panels. The door openings may not be obstructed in any way. The locking mechanism shall be operable from both inside and outside of the car.

On closed cars, the doors shall be so designed that in case the car is partially or completely overturned at least one of the doors shall remain in a position to be opened, or a means of escape other than the door must be provided.

d) Mudguards: mudguards shall be firmly attached to the coachwork with no gap between body and mudguard. They shall be placed above the tyres and shall cover them effectively by surrounding at least a third of their circumference. The width of each mudguard shall extend beyond the side of the tyres when the wheels are parallel to the longitudinal axis of the car.

In case the mudguards constitute a part of the body, or are partly overhanging by the structure of the body, the combination of mudguards and body, or the body alone, shall meet the above requirements.

e) Aerodynamic devices: the use of aerodynamic devices is authorized provided Art. 252 l (General prescriptions) and Art. 270 (Supplementary prescriptions for two-seater cars) are complied with.

Art. 290.—Lighting: the minimum lighting equipment shall be:

- a) at least two braking-lights;
- b) for night racing, two head-lights at least as effective as those normally fitted on touring cars and two direction indicators mounted at the rear.

The supplementary regulations of an event may require additional lighting equipment.

Art. 291.—Wheels and tyres: there shall be no restriction on the size of wheels or tyres, provided they are identical on the right and left front axles, and identical on the right and left rear axles.

A spare wheel and tyre is not required.

Art. 292.—Safety equipment:

a) Fire extinguisher: all cars shall carry during competition a fire extinguishing system in conformity with Art. 269.

b) Scatter shield: the installation of a scatter shield is required on those cars where the failure of the clutch or flywheel could, due to its location, create a hazard to the driver. In addition, any rotating part of the drive train shall not pass openly through the driver and passenger compartment, but must be under the floor or chassis structure.

c) Roll bars: cars shall be equipped with a roll bar in conformity with Art. 253 a).

d) Circuit breaker: cars shall be equipped with a circuit breaker in conformity with Art. 253 p).

e) Oil catch tank: fitting compulsory in conformity with Art. 253 q).

f) Safety belts: the car shall be provided with a safety belt in conformity with Art. 269. The wearing of this belt is compulsory.

g) Exhaust system: the exhaust system shall terminate behind the driver and passenger seats.

h) Firewall and floor: cars shall have an adequate firewall to prevent the passage of flame from the engine compartment or under the car to the cockpit. Openings in the firewall for the passage of engine controls, wires, and lines shall be of the minimum size necessary.

The floor of the cockpit shall be constructed to protect the driver by preventing the entry of gravel, oil, water, and debris from the road and engine. Bottom panels or belly panels shall be adequately vented to prevent the accumulation of liquid.

i) Bulkheads and tanks: no part of any fuel, oil or water tank shall be exposed to any part of the driver and passenger compartment. Fuel tanks shall be vented to prevent the accumulation of fumes and to prevent fumes from passing into the driver or engine compartment.

Fuel tanks shall be isolated by means of bulkheads so that in case of spillage, leakage or a failure of the tank the fuel will not pass into the driver or engine compartment or around any part of the exhaust system.

Batteries shall be fully enclosed.

j) Closed cars: adequate ventilation shall be provided to prevent the accumulation of fumes inside the car.

k) Safety fuel tanks: The same prescriptions as those applying for Group 5 (see Art. 269).

TITLE X

SINGLE-SEATER RACING CARS—INTERNATIONAL FORMULAE (Group 8)

Art. 293.—Formula No. 1.

Validity: from the 1st January 1966 to 31st December 1975.

Engines with reciprocating pistons:

a) engine cylinder-capacity without supercharging: inferior or equal to 3,000 cc;

b) engine cylinder-capacity with supercharging: inferior or equal to 1,500 cc.

Number of cylinders: max 12.

Turbine engine

Utilization authorized on the basis of the Equivalence Formula given under Art. 252 j).

Minimum weight, without ballast: 550 kg.

Art. 294.—Formula No. 2.

Validity: from 1st January 1972 to 31st December 1975.

Reciprocating piston-engines: engine cylinder-capacity inferior or equal to 2,000 cc.

Supercharging forbidden.

Minimum weight without ballast:

Cars equipped with a 4 cylinder engine: 450 kg

" " " " 6 " " : 475 kg

" " " " more than 6 cylinders: 500 kg.

The engine (including engine-block and cylinder-head) must be derived from an engine equipping a model of car for which the FIA has ascertained a series-production of at least 1,000 units.

Modifications allowed on the original pieces of the engine are those provided for Group 2 (Special Touring Cars). However, all freedom is left for the crankshaft and the connecting rods. The maximum cylinder-capacity authorized—2,000 cc—can be obtained by modifying the original bore and/or stroke.

Consequently, sleeving of an engine block is authorized, even if originally no sleeves are fitted.

Gearbox: five gears maximum, not including the reverse gear.

The propulsion will be ensured by two wheels maximum.

Art. 295.—Formula No. 3.

Validity: as from 1st January 1971 to 31st December 1974. Reciprocating piston engines only.

Maximum cylinder-capacity: 1,600 cc.

The maximum cylinder capacity may be obtained by increasing or reducing either the bore or stroke or both dimensions.

Maximum number of cylinders: 4.

The engine block and cylinder head castings, machining completed, must be those of an engine equipping a car model of which the FIA has ascertained the series production of at least 5,000 units yearly.

The original engine block and cylinder head may be modified freely by removal of material to the exclusion of any addition of material. However, it is permitted to sleeve an engine block that originally is not fitted with sleeves.

The type of crankshaft bearings may not be modified (the replacement of a plain bearing by a roller bearing is therefore forbidden).

The induction system is free but it must compulsorily be fitted with a throttling flange of 3 mm in length and with a parallel hole of 21.5 mm diameter. Through this throttling flange all the air feeding the engine must pass.

The throttling flange must compulsorily be made of metal or metallic alloy.

The material of the air-box is free, provided it is not a porous material.

It is prescribed that the entire inlet system including manifolds, injectors, air-box and restrictor must fit into a box of 1 m long, 50 cm wide and 50 cm high. It will also be prescribed that the inlet system may be removed from the engine as one unit with the cylinder head.

The CSI reserves its right, after the experience obtained, to modify the dimensions of the throttling flange with a shorter previous notice than the two regular years.

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

The other original parts of the engine may be replaced or modified without restriction.

Other mechanical elements: the gearbox and differential casings must be those of a car manufactured in at least 5,000 units in 12 consecutive months, of a model recognized by the FIA, but not necessarily the model from which the engine has been taken. The gearbox may not have more than 5 forward speeds, plus a reverse gear.

Complete freedom is left as regards the ratios. The use of a limited slip differential is allowed.