Annexe "J"

au Code Sportif International, 1986 (classification, définition et spécifications des voitures)

En cas de divergence d'interprétation entre les termes des diverses traductions des règlements officiels de la FISA, le texte français fera seul foi. Toute modification paraîtra dans le Bulletin Sportif mensuel de la FISA.

Appendix "J"

to the International Sporting Code, 1986 (classification, definition and specifications of cars)

In the case of differences of interpretation as regards the terms used in the various translations of official FISA regulations, only the French text will be considered authentic. Any amendments will be published in the monthly FISA Motor Sport Bulletin.

Appendix "J" to the International Sporting Code

CONTENTS

Art. 251 - Classification and definitions

1) CLASSIFICATION

1.1) **CATEGORIES AND GROUPS**

The cars used in competition shall be divided up into the following categories and groups:

Category I : Production Cars (Gr. N)
Touring Cars (Gr. A)
Sports Cars (Gr. B)

Category II: Sports Prototype Cars (Gr. C)
Group D : International Formula racing cars.
Group E : Formula libre racing cars.

1.2) **CUBIC CAPACITY CLASSES**

The cars will be divided up into following 15 classes according to their cubic capacity.

1. Cylinder-capacity lower than or equal to 500 cc
2. Cylinder-capacity exceed. 500 cc and lower than/equal to 600 cc
3. " " " 600 cc " " " 700 cc

4.	"	"	"	700 cc	"	"	"	850 cc
5.	"	"	"	850 cc	"	"	"	1,000 cc
6.	"	"	"	1,000 cc	"	"	"	1,150 cc
7.	"	"	"	1,150 cc	"	"	"	1,300 cc
8.	"	"	"	1,300 cc	"	"	"	1,600 cc
9.	"	"	"	1,600 cc	"	"	"	2,000 cc
10.	"	"	"	2,000 cc	"	"	"	2,500 cc
11.	"	"	"	2,500 cc	"	"	"	3,000 cc
12.	"	"	"	3,000 cc	"	"	"	4,000 cc
13.	"	"	"	4,000 cc	"	"	"	5,000 cc
14.	"	"	"	5,000 cc	"	"	"	6,000 cc
15.	"	"	over	6,000 cc				

Unless otherwise specified in special provisions imposed by the FIA for a certain category of events, the organisers are not bound to include all the above-mentioned classes in the Supplementary Regulations and, furthermore, they are free to group two or more consecutive classes, according to the particular circumstances of their events.

No class be subdivised.

2) DEFINITIONS

2.1) GENERAL CONDITIONS

2.1.1) **Series Production cars (Category I):**

Cars of which the production of a certain number of identical examples (see definition of this word hereinafter) within a certain period of time has been verified at the request of the manufacturer, and which are destined for normal sale to the public (see this expression).

Cars must be sold in accordance with the homologation form.

2.1.2) **Competitions cars (Category II):**

Cars built as single examples and destined solely for competition.

2.1.3) **Identical cars:**

Cars belonging to the same production series and which have the same bodywork (outside and inside), same mechanical components and same chassis (even though this chassis may be an integral part of the bodywork in case of a monocoque construction).

2.1.4) **Model of car:**

Car belonging to a production-series distinguishable by specific conception and external general lines of the bodywork and by an identical mechanical construction of the engine and the transmission to the wheels.

2.1.5) **Normal sale:**

Means the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer.

2.1.6) **Homologation:**

Is the official certification made by the FIA/FISA that a minimum numbers of cars a specific model has been made on series-production terms to justify classification in Production Cars (Gr. N), Touring Cars (Gr. A), or Sports Cars (Gr. B) of these regulations. Application for homologation shall be submitted to the FIA/FISA by the ASN of the country in which the vehicule is manufactured and shall entail the drawing up of a homologation form (see below). It must be established in accordance with the special regulations called "Regulations for homologation", laid down by the FIA/FISA. Homologation of a series-produced car will become null and void 5 years after the date

which the series-production of the said model has been stopped (series-production under 10 % of the minimum production of the group considered).

The Homologation of a model can only be valid in one group, Production Cars/Touring Cars, or Sports Cars. If a model already homologated in Group Sports Cars (Gr. B) passes into Group Production Cars (Gr. N)/Touring Cars (Gr. A), the first homologation is cancelled.

2.1.7) **Homologation forms:**

All cars recognised by the FIA/FISA shall be the subject of descriptive form called homologation form on which shall be entered all data enabling identification of the said model.

This homologation form defines the series as indicated by the manufacturer. According to the group in which the competitors race, the modification limits allowed in international competition for the series are stated in Appedix J.

The presentation of the forms at scrutineering and/or at the start may be required by the organisers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

With regard to Group Production Cars (Gr. N), apart from the specific form for this group, the Group Touring Cars (Gr. A) form must also be submitted (or the FISA transfer to Group A).

In case of any doubt remaining after the checking of a model of car against its homologation form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

In case of lack of enough accurate documentation, scrutineers may carry out direct scrutineering by comparaison with an identical part available from a concessionnaire. It will be up to the competitor to obtain the homologation concerning his car from the ASN of the manufacturing country of the vehicule, or from the FIA/FISA.

Description. A form breaks down in the following way:

1) A basic form giving a description of the basic model.

2) At a later stage, a certain number of additional sheets describing "homologation extensions", which can be "variants", or "errata" or "evolutions".

a) **Variants (VF, VO)**

These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or options (VO) (supplied on request and available at the concessionnaires).

b) **Erratum (ER)**

Replaces and cancels an incorrect piece of information previously supplied by the constructor on a form.

c) **Evolution (ET-ES)**

Characterises modifications made on a permanent basis to the basic model (complete cessation ot the production of the car in its original form in the case of the evolution of the type ET), or sporting evolution (ES) intended to render a model more competitive.

Use

1) **Variants (VF, VO)**

The competitor may use any variant as he wishes, only on condition that

all the technical data of the vehicle, so designed, conforms to that described on the homologation form applicable to the car, or expressly allowed by Appendix J.

For example, the fitting of a brake calliper as defined on a variant form is only possible if the braking surface, the dimensions of the brake linings, etc. obtained in this way, are indicated on a form applicable to the car in question. (For Group Production Cars (Gr. N), see also Art. 254.2).

2) **Evolution of the type (ET)** (For Group Production Cars (Gr. N), see also Art. 254.2).

The car must comply with a given stage of evolution (independent of the date when it left the factory), and thus an evolution must be wholly applicable or not at all.

Besides, from the moment a competitor has chosen a particular evolution, all the previous evolutions should be applied, except where they are incompatible : for example, if two brake evolutions happen one after another, only that corresponding to the date of the stage of evolution of the car will be used.

This homologation form defines the series as indicated by the manufacturer. According to the group, in which the competitors race, the modification limits allowed in international competition for this series are stated in Appendix J.

3) **Sporting evolution ES**

Since the ES form refers to a previous extension, or to the basic form, the car must correspond to the stage of evolution corresponding to this reference ; moreover, the Sporting Evolution must be applied in full.

2.1.8) **Mechanical components**

All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

2.2) DIMENSIONS

Perimeter of the car seen from above:

The car as presented on the starting grid for the event in question.

2.3) ENGINE

2.3.1) **Cylinder capacity:** Volume generated in cylinder (or cylinders) by the upward or downward of the pistons. For all calculations relating to cylinder capacity the symbol π will be regarded as equivalent to 3.1416.

2.3.2) **Supercharging :**

Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust systems) by any means whatsoever.

The injection of fuel under pressure is not considered to be supercharging (See Article 3.1 of the General Prescriptions for Groups N, A, B).

2.3.3) **Cylinder block:**

The crankcase and the cylinders.

2.3.4) **Intake manifold:**

— Part collecting the air-fuel mixture from the carburettor(s), and extending

to the entrance ports of the cylinder head, in the case of the carburettor induction system.
— Part situated between the valve of the device regulating the air intake and extending to the ports on the cylinder head, in the case of an injection intake system.
— Part collecting the air at the air filter outlet and extending to the cylinder head entrance ports in the case of a diesel engine.

2.3.5) **Exhaust manifold :**
Part collecting together the gases from the cylinder head and extending to the first gasket separating it from the rest of the exhaust system.

2.4) **RUNNING GEAR**

2.4.1) **Wheel:**
Flange and rim: by complete wheel is meant flange, rim and tyre.

2.4.2) **Friction surface of the brakes:**
Surface swept by the linings on the drum, or the pads on both side of the disc when the wheel achieves a complete revolution.

2.4.3) **Mac Pherson suspension:**
Any suspension system in which a telescopic strut, not necessarily providing the springing and/or damping action, but incorporating the stub axle, is anchored on the body or chassis through single attachment point at its top end, and is pivoted at its bottom and either on a transversal link located longitudinally by an anti-roll bar, or by a tie rod.

2.5) **CHASSIS-BODYWORK**

2.5.1) **Chassis:**
The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.

2.5.2) **Bodywork:**
— **externally :** all the entirely suspended parts of the car licked by the airstream.
— **internally :** cockpit and boot.
Bodywork is differentiated as follows;
1) completely closed bodywork
2) completely open bodywork
3) convertible bodywork with a hood in either supple (drop-head) or rigid (hard-top) material.

2.5.3) **Seat:**
The two surfaces making up the seat cushion and seatback or backrest.

Seatback or backrest:
Surface measured upwards from the bottom of a normally seated person's spine.

Seat cushion:
Surface measured from the bottom of the same person's spine towards the front.

2.5.4) **Luggage compartent(s):**
All volume(s) distinct from the cockpit and the engine compartment inside the vehicule.

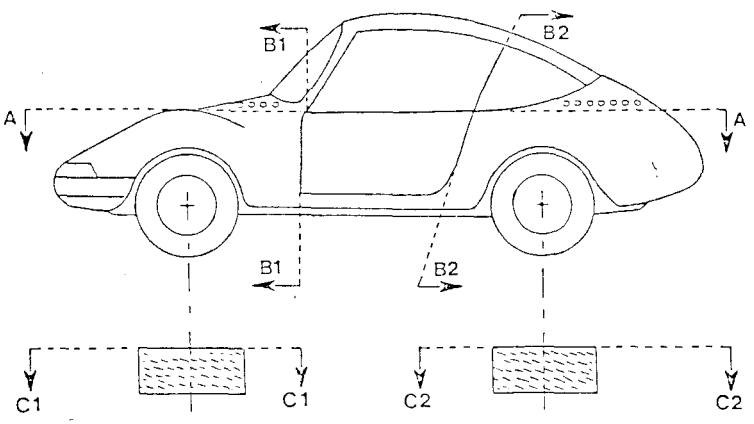
This (these) volume(s) is (are) limited in length by the fixed structure(s) provided for by the manufacturer and/or by the rear of the seats and/or, if this is possible reclined at a maximum angle of 15°.

This (these) volume(s) is (are) limited in height by the fixed structure(s) and/or by the detachable partition(s) provided for by the manufacturer, or in the absence of these by the horizontal plane passing through the lowest point of the windscreen.

2.5.5) **Cockpit:**
Inner volume which accommodates the driver and the passenger(s).

2.5.6) **Bonnet:**
Outer part of the bodywork which opens to give access to the engine.

2.5.7) **Mudguard:**
A mudguard will be considered to be the area defined as follows, provided that it is riveted, screwed or bolted on to the bodywork:



Front mudguard: the area defined by the inner of the complete wheel of the standard car C1/C1 and the lower edge of the side window(s) A/A and the front edge of the front door (B1/B1).

Rear mudguard: the area defined by the inner face of the complete wheel of the standard car (C2/C2) and the lower edge of the side window(s) (A/A) and the rear edge of the rear door (B2/B2).

In the case of two-door cars (B1/B1) and (B2/B2) will de befined by the front and rear of the same door.

2.6) **ELECTRICAL SYSTEM**
Headlight: any signal the focus of which creates an in-depth luminous beam directed towards the front.

2.7) **FUEL**
Fuel tank: any container holding fuel likely to flow by any means whatsoever towards the main tank or the engine.