

The leads sealing the filling port(s) of the radiator(s) shall be in place at the start of the race, but may be removed at any pit-stop.

Art. 297. — Commercial fuel.

a) **Fuel for all piston engines (alternating and rotary) :** by « commercial fuel » to be used in motor car speed events, the Federation Internationale de l'Automobile intends to designate a « motor » fuel produced by an Oil Company and currently distributed at road refuelling stations throughout one same country.

May therefore be used, in all speed races for which the use of commercial fuel is compulsory, all commercial fuels of the country in which the event takes place, with no other additive except that of a lubricant of current sale which cannot increase the octane number, or water.

May also be used, under the same conditions, any commercial fuel(s) which — in France, Germany, Great Britain and Italy — is (are) of the highest octane rating, according to the Research Method.

If the above-mentioned fuel could not be easily imported into the country where the event is taking place, it may be replaced by another one of similar quality and with the same octane-number (RM) — with a tolerance of ± 1 — specially made by an Oil Company.

Whenever — in France, Great Britain, Germany and Italy — a new commercial fuel is made available which has a higher octane-rating than those sold so far, the Oil Company producing this said fuel shall give notice to the F.I.A. by a registered letter and this new commercial fuel (or its equivalent as specified hereabove) may be used for racing 30 days after the registered letter has been mailed.

The Oil Companies who supply fuel directly to the entrants of a race shall have to send to the promoters the characteristics and a sample of the fuel delivered in such quantity as is sufficient to carry out the necessary analyses, and also a declaration stating that the fuel complies with the present specifications.

b) **Fuel for vehicles propelled by turbine engines :** kerosene used by commercial aviation companies for turbo-prop or jet engines or the fuel used by vehicles with conventional type engines and complying with the here-above definition of « commercial fuel ».

Art. 298. — Formula « libre ».

It is permitted to organize sporting competitions open to other racing cars than those defined by one of the 3 International Formulae.

All specifications concerning the vehicles and particularly the limitations of the cylinder-capacity are in this case at the discretion of the promoters and it rests with them to list these specifications as clearly as possible in the Supplementary Regulations of the event, which anyway have to be approved by the National Sporting Authority answerable to the F.I.A.

However racing cars which do not comply with any of the International Racing Formulae, must for security reasons be in conformity with the following rules listed here-above under Art. 296, General prescriptions and definitions : e), h), j), k), l), m), n).