

TITLE V

SERIES—PRODUCTION GRAND TOURING CARS (Group 3)

Art. 261.—Definition: cars manufactured on a limited series-production scale for the drivers who seek the best possible performances and/or the greatest comfort without a special concern about the cost.

Art. 262.—Minimum production and number of seats: grand touring cars must have been manufactured in a quantity of at least 1,000 units identical in all respects (unless authorizations, listed hereafter under Art. 263 specify otherwise) and be equipped with at least two seats.

Art. 263.—Modifications and/or additions authorized: exactly the same as those authorized for group 1 (Series-production touring cars) (see Art. 257).

TITLE VI

SPECIAL GRAND TOURING CARS (Group 4)

Art. 264.—Definition: At least two-seater cars manufactured on a small series-production scale, and which may be subject to modifications in order to be more particularly adapted to sporting competition. This group also includes cars derived from those recognized in group 3 (Series-production GT cars) and modified beyond the limits allowed for group 3.

Art. 265.—Minimum production and number of seats: the Special Grand Touring cars must have been manufactured in a quantity of at least 500 units and be equipped with at least two seats.

Art. 266.—Modifications authorized: exactly the same as those authorized for Group 2—Special Touring cars (see Art. 260).

TITLE VII

SPORTS CARS (Group 5)

Art. 267.—Definition: high performance cars which must nevertheless include all equipment normally provided and legally required for vehicles using public roads.

Art. 268.—Manufacturing: 25 ex/year minimum—number of seats: 2 minimum.

NB: In 1971, the organizers shall have to admit, for events opened to Gr 5, cars complying with the technical specifications hereunder, even if they are not FIA recognized on the basis of 25 ex/year.

Art. 269.—Conditions required for recognition: the 25 cars shall be identical as regards the following points:

a) **Coachwork:** general line, materials of construction, shape of wings and bonnet, number of doors. Small modifications will be allowed when made necessary by the different uses of the car (circuit or road events), or by the mounting of supplementary equipments authorized by the present regulations.

b) **Chassis:** wheelbase and track.

It is understood that the 25 identical cars needed for recognition in group 5 must

all have the same track measurements with a set of wheels of specific size. However, during the scrutineering for an event, one must take into account the changes in track which could result from the fitting of different wheels or the modification of the suspension and/or brakes such as authorized for this group of cars.

The number of headlamps fitted on a car of Group 5 or 6 is free.

c) Engine: cylinder-head, cylinder block, number of cylinders, bore, stroke, number and location of crankshaft bearings, type of bearings and of all rotating parts; number, location and driving system of camshafts.

Number of valves and valve-operating system.

Number and location of the inlet and exhaust ports. (Free: ignition including the number of spark plugs, induction and exhaust: carburettor, filters, manifolds).

Reboring of the engine is allowed up to the limits of the cylinder-capacity class to which the model belongs.

d) Transmission: only one series of gears authorized, plus an automatic gearbox. Complete freedom for all gearbox and final drive ratios.

e) Suspension: its operating principle and function of its components.

Four systems of independent suspension must be distinguished:

a) McPherson's system;

b) independent system by wishbones (two superposed open triangles or one closed and one open superposed triangles);

c) independent suspension by one trailing arm for each wheel, the main characteristic being driving axles of variable length and two universal joints for each axle (example: rear suspension of the BMW 1600).

d) independent suspension by swing axles, the wheels being fixed on the driving axle, i.e. rear suspension of the Renault Gordini R1135.

f) Braking systems: the braking system (drums or discs, or drum and disc brakes) must be identical on all cars of the minimum series required for recognition. The braking system must be laid out in such a way that the brake pedal normally controls the four wheels. In case of a leak at any point of the piping or any failure in the braking transmission the brake pedal should continue to operate on at least two wheels.

g) minimum weight: the weight of the sports cars shall be at least the one stated by their manufacturer on the recognition form of the model concerned, no reduction being allowed. This weight shall be at least equal to the minimum limits mentioned hereafter:

engine cylinder-capacity inferior or equal to	500 cc:	450 kgs
engine cylinder-capacity from	500 to	600 cc: 460 kgs
"	"	"
"	600 to	700 cc: 470 kgs
"	"	"
"	700 to	850 cc: 480 kgs
"	"	"
"	850 to	1,000 cc: 500 kgs
"	"	"
"	1,000 to	1,150 cc: 510 kgs
"	"	"
"	1,150 to	1,300 cc: 525 kgs
"	"	"
"	1,300 to	1,600 cc: 550 kgs
"	"	"
"	1,600 to	2,000 cc: 575 kgs
"	"	"
"	2,000 to	2,500 cc: 600 kgs
"	"	"
"	2,500 to	3,000 cc: 650 kgs
"	"	"
"	3,000 to	4,000 cc: 725 kgs
"	"	"
"	4,000 to	5,000 cc: 800 kgs
"	"	"
"	5,000 to	6,000 cc: 875 kgs
"	"	"
"	6,000 to	7,000 cc: 950 kgs
"	"	"
"	over 7,000 cc:	1,000 kgs