

an automatic gear-box. Complete freedom for all gear-box and final drive ratios.

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

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 sportscars 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	5.000	cc :	700	kgs
»	»	»	exceeding	5.000	cc :	750	kgs	

TITLE VII

SPECIAL TOURING CARS

Art. 267. — **Definition and specifications** : vehicles deriving from cars recognized in groups 1 and 2, of which they have kept the original coachwork, but which have been submitted to modifications and/or additions not authorized under articles 257 and 260.

These alterations and/or additions may affect the mechanical parts of the engine, of the transmission, of the steering, of the suspension, the number of carburettors, the inlet and exhaust system, the braking system.

The re-boring of the engine whether sleeveless or fitted with sleeves, is authorized up to the limit of the class to which belongs the car according to its original cylinder-capacity.

Improvement of the braking may be sought without any obligation of maintaining the original system. Thus, drum brakes may be replaced by discs brakes.

However, the fundamentals and general design of the car, of the engine and other mechanical parts must remain the same as those of the corresponding series-production car. The number and location of camshafts, the valve-operating system must remain unchanged. An induction system by carburettor may be replaced by indirect injection, but not by direct injection. Neither the shape nor the original materials of the standard coachwork may be modified, the chassis may be reinforced but not lightened or cut. The track and wheelbase must remain unchanged, except for differences in track caused by simply changing the wheels.

The suspension and rear axle must remain of same type. All casings and blocks housing the mechanical parts must remain unchanged, except for the following :

- 1) cylinder-head ;
- 2) oil sump ;
- 3) braking system,
- 4) gear-box and rear axle, which may be subject to minor alterations to enable modification of the gear-box ratios or the mounting of an overdrive.

The minimum weight must be that entered on the recognition form of the corresponding series-production touring car, but the tolerance granted when the weight is checked will be minus 3 %.

All changes and/or additions not authorized under articles 257 and 260 shall be the subject of a written statement from the competitor to be appended to the entry form sent to the promoters.

N.B. — At the time of publication of the present Appendix J additional regulations are awaiting approval by the C.S.I. They concern series-produced cars of a cylinder-capacity exceeding

5.000 cc and especially prepared for being used in circuit races. In the United States, these cars are called « stock cars ». For this reason, the numbering of the articles will show a gap pending the completion of the present Title VII.

TITLE VIII

PROTOTYPE - SPORTSCARS

Art. 281. — Definition : cars especially manufactured for speed or endurance races on closed circuits, but designed however as being the prefiguration of a future production car. That is why they must offer certain minimum conditions of habitability, and standard equipment making them fit for normal driving on an open road.

Art. 282. — Specifications : these cars shall meet all general specifications concerning cars of categories A and B (see here-above art. 253). Furthermore cars of group 6 must be equipped with a dual braking system such as specified under article 266 f).

However, a waiver may be granted for cars of this group as far as the following points are concerned :

- the dimensions of the front wheels may be different from those of the rear-wheels ;
- the weight is free, but the F.I.A. have specified that only prototype-sportscars with a weight at least equal to the minimum weights compulsory for cars of group 4 (see here-above under art. 266) will be permitted to participate in qualifying events of the International Championship of Manufacturers.

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 circuit.

Art. 285. — Classification of cars shall be according to engine displacement as follows :

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

Supplementary regulations of an event may provide for combining any of the above series of classes.

Art. 286. — Fuel : only commercial fuel such as defined by the F.I.A. shall be used (see definition hereafter).

Art. 287. — Self-starter : the starting of the engine must be done by the driver seated at his wheel by means of a starter with a source of energy aboard the car.

Art. 288. — Brakes : these cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

A separate hand brake (emergency brake) is not required.

Art. 289. — Coachwork : coachwork shall provide comfort and safety for driver and a passenger. All elements of the coachwork shall be completely and neatly designed and finished,