

Art. 260.—Modifications and additions authorized: all those already authorized in group 1, plus the following ones:

a) Lighting devices: the mounting of additional headlights is authorized provided that a total of 6 headlights is not exceeded (parking lights not included). Extra headlights may, if necessary, be fitted into the front part of the coachwork or into the radiator grille, but such openings as needed in this case must be completely filled by the additional headlights. Shall be considered as a headlight any lighting-device throwing a beam towards the front (dipped-beam, long range lamp, anti-fog lamp).

b) Electrical equipment: the replacement of a dynamo by an alternator is authorized, provided the attachment system and the driving method remain unchanged. The fitting of a transistorized ignition is authorized provided there is no change of any mechanical part of the engine.

The location of the ignition coil may be changed if necessitated by the replacement of a dynamo by an alternator.

The tension regulator and the fuse box may change place inside of the compartment in which they are originally located.

c) Reboring: maximum tolerance: 1.2 mm, but the resulting increase in cylinder-capacity may not be such as to make the car pass into a higher cylinder-capacity class. This reboring tolerance is valid for any type of engine (with or without sleeves).

d) Stabilizer: the fitting of a stabilizer is authorized.

e) Fan: complete freedom regarding the number and the dimensions of the blades (or their complete removal) as well as the possibility of temporarily stopping their action by a clutch. The location and the driving method of the fan must remain those provided by the manufacturer and mentioned on the recognition form of the model concerned.

f) Air-filter: may be changed or removed.

Dynamic air intakes may be fitted on the carburettor(s) provided it entails no coachwork modification (boring of holes, for instance).

g) Fuel-pump: a mechanically controlled pump may be replaced by an electrically controlled one, the location of which may be different.

The type of pump is free and the fitting of a pump even of larger capacity is authorized.

The fitting of an additional pump is also authorized provided it is not connected to the fuel pipe.

h) Oil filter and cooler: an oil filter and/or oil cooler may be added when the model provided by the manufacturer has none, or an existing one may be altered.

i) Carburettor(s): the carburettor(s) provided by the manufacturer may be replaced by another (others) of a different size, provided:

— the number be the same as that provided by the manufacturer,

— they can be mounted on the inlet manifold of the engine without using any intermediary device and by using the original attachment parts.

It is specified that the make of the carburettor replacing the original one is free; even a one-off sample is acceptable. Nevertheless, it must always be completely interchangeable with the original one without adaptation works on the inlet manifold and on the attachment parts being necessary.

This principle of interchangeability is also applicable to Art. 257 g) and 260 j).

j) Springs: (valves, clutch, suspension, etc.) may be replaced by others of unrestricted origin, but with no modification of the number provided by the manufacturer and on condition they can be fitted without alteration of the original supports.

k) Transmission: may be used all gear-boxes, manual or automatic, and all final drive ratios provided and delivered by the manufacturer for the model concerned, which have been granted recognition and are entered on the recognition form. The replacement of a manually controlled clutch by an automatic one is authorized, whatever its operating system may be.

l) Differential: it may include a device to limit its normal functioning (limited slip control). This device must be entered on the recognition form or on an additional form (variant). The use of a device which completely blocks the functioning of the differential may not be authorized unless it has been fitted on the same minimum number of cars as necessary for recognition of the basic model.

m) Pistons and camshaft(s): all modifications of pistons are permitted. They may be lightened, their shape may be altered and they may even be replaced by others supplied or not by the manufacturer.

The camshaft(s) may also be altered or replaced by others supplied or not by the manufacturer.

n) Cylinder block and head: the increase in the compression ratio through machining of the cylinder head or block (or using a thinner gasket or removing it) is authorized.

o) Muffler: the make and type are free, on condition that the original exhaust manifold—and particularly its outlet port—remains entirely identical to the original part. The silencing effectiveness shall not be diminished. It shall, in any case, remain within the legal limits of the country where the event is run.

By exhaust manifold is meant the part collecting together the gases from the cylinder-head and extending to the entrance port of the first single pipe.

p) Finishing off: all perfecting operations by finishing or machining the original mechanical parts (to the exception of any coachwork element) but not their replacement, except with regard to springs, pistons and camshaft(s) as specified above under paragraphs j and m are authorized. In other words, provided it is always possible to ascertain unquestionably the origin of the series-production part, it may be rectified, balanced, lightened, reduced or modified with regard to the shape through tooling, to the exclusion of any addition of material or any mechanical extension or of any process involving a change of the characteristics of the molecular structure or of the surface of the metal.

By mechanical parts are meant all those belonging to the systems ensuring propulsion, steering, suspension and braking, and all accessories which are required for the normal functioning of the said parts.

q) Wheels and rims: must retain the dimensions provided by the manufacturer for his series-production model and be mentioned on the recognition form.

One basic series may include wheels of different types (solid or perforated disc wheels, spoke-wheels, etc.) and of different dimensions. But even when the recognition form mentions such difference, all four wheels must have the same dimensions.

r) Brakes: the fitting of a dual pump or any type of device providing both a simultaneous action on the four wheels and divided action on two wheels is authorized.

The make and attachment system of linings are free, but no other change is authorized. In particular, the dimensions of inner friction surfaces must remain unchanged.

The mounting of a braking servo-assistance system is authorized.

Dirt shields of disc brakes may be altered but not removed.

s) Coachwork elements: the steering-wheel and the front seats may be replaced, provided seats of at least the same weight as the original ones be substituted to them.

In case of the original seats being changed the two new ones must weigh at least the weight as entered on the recognition form for the original ones, but it is not mandatory that they both weigh the same weight.

t) Cables and pipes: it is allowed to entirely modify the arrangement, location and materials of all cables and pipes providing for the passage of fluid elements (air, water, fuel, electric currents, etc.).

These words apply to the suspension system.

The material and location of all cables and pipes may be changed.

u) Fuel tanks and radiators: additional fuel tanks and/or fuel tanks and radiators of larger capacity are authorized, provided:

1) they are provided and supplied by the manufacturer for the model concerned and mentioned on the recognition form or an additional form.

2) the fuel tanks must not:

— be a makeshift installation;

— be fitted inside the passenger's compartment, nor reduce capacity of the luggage-boot beyond the minimum specified in Art. 253, nor encroach upon the space provided for the spare-wheel;

— have a larger filling port than that of the main tank.

However for speed-events on closed circuits, the supplementary regulations may leave the dimensions of filling ports (main and auxiliary tanks) free or authorize larger ones than those provided by the manufacturer.

TITLE V

GRAND TOURING CARS

Art. 261.—Definition: cars manufactured on a small series-production scale and designed 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 500 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 2 (touring cars) (see Art. 260).

TITLE VI

SPORTS CARS

Art. 264.—Definition: high performance cars which must nevertheless include all equipments normally provided and legally required for vehicles using public roads.

Art. 265.—Minimum production and number of seats: sports cars must have been manufactured in a quantity of at least 25 units and be equipped with at least 2 seats (as defined above under Art. 253).

Art. 266.—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