

according to Arts. 261 and 263, and made either by the manufacturer or the competitor with the intention of increasing the performance and improving the conditions of use of the vehicle.

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

The reboring of the engine, whether sleeveless or fitted with sleeves, is authorised up to the limit of the class to which belongs the car according to its original cylinder capacity. Furthermore, in consideration of the trend of technical evolution, and the necessity of increasing the safety of cars whose high performances had not been initially foreseen by the manufacturer, the improvement of the braking may be sought without any obligation of maintaining the original system; drum brakes may therefore be replaced by disc brakes.

However, the fundamental 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 standard coachwork must not be modified, the chassis may be reinforced but not lightened or cut. The track and wheelbase must remain unchanged. 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) Gearbox and rear axle box, which may be subject to minor alterations to enable the 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 10% (instead of minus 5%).

The addition of compressors, blowers or any kind of supercharging device not provided in the series production and entered on the recognition form remains prohibited on cars of this group.

All changes or additions not authorised under Arts. 261 and 263 shall make the object of a written statement from the competitor to be appended to the entry form and sent to the promoters.

N.B.—Any omission or wrong information on the above-mentioned statement will entail a sanction which may go as far as excluding the car from the competition without prejudice to higher penalties in case of wilful misrepresentation.

## **CHAPTER V—Cars not complying with the above provisions**

### **275—Group 4—Sports Cars**

If the promoters of the events wish to accept the entry of other cars than those which are complying with the here-above mentioned specifications for groups 1, 2 and 3, they may contemplate a fourth group which will include:

- (1) All Touring and Grand Touring cars of a model recognised by the F.I.A., but not complying with the specifications required for classification in one of the groups from 1 to 3. In that case they must comply with the provisions of Art. 266 to 270.

Cars deriving from a model recognised in the Touring category but assimilated to sports cars on account of alterations exceeding the limits consistent with classification in one of the three preceding groups are not, however, when they compete in regularity trials subject to the specifications of Art. 266 (minimum ground clearance) or of Art. 267 (maximum lock).

(2) All cars which are not of a recognised model but which comply with the specifications of Appendix "C" to the International Sporting Code.

**276—Cars belonging to none of the above categories or groups**

Promoters are free to 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, experimental cars in conformity neither with Appendix "C" nor Appendix "J", etc.

They shall, however, not allow such cars to compete in any one of the four groups listed under Art. 252.

*(From the English translation supplied by the F.I.A.)*