

(15) **Brakes**: any system improving the cooling or increasing the safety of the braking system is authorised, such as for instance the fitting of special air-pipes (provided the body as defined in Art. 258 is not altered).

The fitting of a dual pump or any type of device providing both a simultaneous action on the four wheels and a divided action on the front and rear wheels is authorised.

The make and attachment system of linings is free, but no other change is authorised: particularly the dimensions of friction surfaces must remain unchanged.

The location of all brake pipes is free.

(16) **Supplementary accessories**: all accessories likely to improve the operation of the vehicle, the comfort of its passengers or the safety are authorised, provided they have no influence whatsoever on the mechanical performance of the engine, the transmissions, the road holding and the braking (except if explicitly authorised in this same article). However no part or accessory normally provided by the manufacturer for the model concerned may be removed or replaced except the steering wheel.

(17) **Coachwork elements**: The only elements of the coachwork which may be changed are as follows: windscreen, door, quarter-light and rear windows, front-seats, steering wheel, shape and length of the gear change lever, and shape and size of control pedals. The only glasses authorised when replacing the windows etc. supplied by the manufacturer are safety glasses to the exclusion of plastic. No other coachwork element may be removed or replaced except as provided by article 18.

(18) **Bumpers, embellishers, stream-lining**: bumpers are compulsory on all cars for which the manufacturer has normally provided them, when they are racing on open road.

For races and hill climbs on closed circuits the Supplementary Regulations may authorise or prescribe the removal of bumpers, failing which said bumpers shall remain.

Wheel embellishers may be removed as may external coachwork embellishers with the exception of those surrounding lamps and the radiator grille and always on condition that no sharp corner or projection become exposed.

The addition of any protective device for the underneath of the car is forbidden unless such a device is mentioned on the recognition form for the model in question or is authorised or made compulsory in the Supplementary Regulations.

CHAPTER III—Group 2: Improved Touring Cars

262—General Specification

All provisions of Chapter II concerning series Touring cars apply likewise to Group 2 cars with the exception of third paragraph of Art. 257 concerning cars whose building has been abandoned since more than four years.

263—Changes and additions authorised

In addition to the 18 latitudes granted for cars of Group 1, the following changes and extra equipment are authorised for cars of Group 2.

Any modification and/or addition not explicitly authorised hereafter shall entail the exclusion of the car from Group 2 and its assignment to another of the following groups provided for in the present regulations, or its exclusion from the event, should there not be an applicable group in the Supplementary Regulations of the competition.

Any change and/or addition not specifically authorised by these regulations shall be drawn attention to in writing by the entrant on a statement enclosed with his entry form under pain of exclusion or higher penalty in the case of wilful misrepresentation.

(19) **Wheels** : may be of a different type than the one or those provided by the manufacturer provided the hub remains unchanged as well as the dimensions of the rim and of the track provided and stated by the manufacturer.

Wheels, including their attachment system may be reinforced, even if this entails a change in the attachment system, the type of which must nevertheless remain unchanged.

(20) **Reboring** : authorised in the same conditions as for cars of the first group (of Art. 261-8), but with a maximum tolerance of 1.2 mm. (instead of 0.6).

(21) **Stabiliser** : the fitting of a commercial suspension stabiliser or equivalent device is authorised.

(22) **Oil filter or cooler** : an oil filter or cooler may be added when the model provided by the manufacturer has none.

(23) **Carburettor(s)** : The carburettor(s) may be changed by substitution by one of a size different from that specified on the Form of Recognition for the model concerned provided that :

- (a) The make, number of chokes, jets, throttles and all details of design and operational principles remain identical with those of the carburettor(s) specified on the Form of Recognition for the model concerned.
- (b) The carburettor(s) may be fitted using the original attachment bolts or studs and holes and without any intermediary piece.

(24) **Springs of any kind** (valves, clutch, suspension, etc.) : They may be replaced by other ones of unrestricted origin, but without modification of the number provided by the manufacturer and on condition they can be fitted without any alteration of the original supports.

(25) **Pistons and Camshaft(s)** : All modifications of pistons are permitted. Their shape may be altered and they may be lightened or replaced by other pistons supplied or not by the manufacturer.

Camshaft(s) may be altered or replaced by other ones supplied or not by the manufacturer, subject to the maximum lift of the valves not exceeding that specified by the manufacturer and stated on the recognition form of the model concerned.

(26) **Finishing off:** all perfecting operations by finishing or machining the original parts but not their replacement except with regard to carburettors, pistons, camshafts, and springs as specified here-above. 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.

The increase of the compression ratio through machining the cylinder head or block, or using a thinner gasket or doing without one, is authorised

(27) **Braking:** the braking power may be increased subject to the system of operation provided by the manufacturer (drum brakes or disc brakes) being maintained as well as the original supports. By original supports are meant those on which are fixed the mobile parts (drums or discs) and also the attachment system of the elements bearing the friction parts (brake-shoes or pad-linings.)

(28) **Supplementary inside protection:** Any frame or extra-element of reinforcement fitted inside the original coachwork and meant to provide for the driver's safety in case of emergency is allowed on the following conditions:

- (a) it shall in no way interfere with access to the seats and normally occupying them.
- (b) It shall not encroach on the volume occupied by the driver or any of the passengers.
- (c) It shall not, through its construction, reinforce the rigidity of the car structure, that might influence its road-holding qualities.
- (d) The weight of such a structure shall be additional to the recognised weight of the car.

CHAPTER IV—Group 3: Grand Touring Cars

264—Definition

Grand touring cars are vehicles built in small series for customers who are looking for a better performance and/or a maximum comfort and are not particularly concerned about economy.

Such cars shall conform to a model defined in a catalogue and be offered to the customers by the regular Sales Department of the manufacturer. They must be recognised by the F.I.A. according to the provisions of Art. 265 below.

Shall on the other hand also be classed in group 3 (Grand Touring Cars). Touring cars made of series production mechanical parts and not having been subject to any other changes or additions apart from those authorised according to Art. 261 and 263 but equipped with a special coachwork.

By special coachwork is meant:

(a) either the original one when it has been subject to any kind of alteration in shape or appearance (other than one due to a latitude granted under 261 or 263) or to an alteration of the material used by the manufacturer.

(b) or a coachwork without any relation with the original one and made especially either by the manufacturer or an independent builder to answer a private order. In that case, two possibilities are to be examined: