

Sports cars must at least have the weight indicated on the scale hereafter:

engine cylinder-capacity inferior or equal to	500 cc:	450 kgs
engine cylinder-capacity from	600 to 600 cc:	460 kgs
" " " " "	700 to 700 cc:	470 kgs
" " " " "	850 to 850 cc:	480 kgs
" " " " "	1,000 to 1,000 cc:	500 kgs
" " " " "	1,150 to 1,150 cc:	510 kgs
" " " " "	1,300 to 1,300 cc:	525 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:	700 kgs
" " " " "	4,000 to 5,000 cc:	750 kgs
" " " " "	5,000 to 6,000 cc:	775 kgs
" " " " "	over 6,000 cc:	800 kgs

**NB: Waiver regarding minimum inside dimensions**

Cars of the former Group 5 which benefit from an FIA recognition may continue to run as sports cars, even if they do not comply with the new minimal inside dimensions. Equally cars of the former Group 6 (sports prototype), certified by the National Sporting Authority of the country of construction, to have been manufactured before 1st January 1972 may continue to compete under the new Group 5 rules.

However, the symmetry of the cockpit opening for open cars must in all cases be observed.

**Art. 269.—Safety measures**

In addition to the safety measures already prescribed by Art. 253, sports cars must be equipped with:

— safety fuel tanks in conformity with the specifications FIA/Spec/FT3 for all cars of a cylinder capacity exceeding 2,000 cm<sup>3</sup>, competing in speed events on circuits of one or more heats of 100 km.

For all other cars competing in speed races on circuits, the installation of safety fuel tanks in conformity with one of the three sets of specifications approved by the FIA is compulsory.

The tanks must be filled with safety foam in conformity with the American military specifications MIL-B-83054 (Baffle material).

**NB:** As from 1/1/1973, cars of less than 2,000 cm<sup>3</sup> used for speed races on circuits of one or more heats of 100 km, must equally be equipped with safety fuel tanks in conformity with the specifications FIA Spec FT3.

A fire-extinguishing system of at least 5 kg extinguishing capacity. This system must include a manual triggering device which can be operated by the driver on board as well as by any helper outside the vehicle. The triggering device must be indicated by a red circle with the letter E.

The direction of the outlet(s) of the extinguishing system are left to the discretion of the entrant.

For rallies an extinguisher of a minimum capacity of 1 kg is acceptable.

**Safety harness:** Cars competing in speed races on circuits or in hill-climbs must be equipped with a "six-point" safety harness, ie, a harness made of two shoulder straps, one abdominal strap and two crutch straps. The wearing of this harness is compulsory.

**Art. 270.—Supplementary prescriptions concerning the use of aerodynamic devices:** the highest point of any forward facing gap in the coachwork shall not be situated above a horizontal plane, 80 cm above the lowest point of the entirely sprung structure of the car.

The maximum width of the coachwork shall not exceed by more than 20 cm the maximum width measured between the two vertical planes tangent to the outer face of the front or rear wheels.

**TITLE VIII**

**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 IX**

**TWO-SEATER RACING CARS (Group 7)**

**Art. 284.—Definition:** two-seater competition vehicles built exclusively for speed races on closed circuits.

**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 FIA 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, with no temporary or makeshift elements. The body shall