

Luggage trunk

A covered space being an integral part of the coachwork but outside of the space occupied by the front seats, large enough to receive a trunk of 65 × 40 × 20 cm. minimum, besides the spare wheel, tools or the folded hood, shall be provided.

271—Special bodies

Open or closed special bodies built in supplement to those required for the recognition of the car according to Art. 265 above shall be admitted if they meet the specification of Art. 264 (a) and (b) and Art. 270 above, provided the weight of the vehicle at least equal to that of the corresponding recognised car.

Once there is an existing series of 100 units built within twelve consecutive months, offering the standard body and duly recognised, no minimum of construction is further required for a special body whether mounted by the manufacturer or by the entrant.

272—Minimum weight

The weight of a Grand Touring car shall be entered on the recognition form of the model under consideration. It shall be obtained in the conditions specified under 260.

When the weight is being checked, a tolerance of 5% less than the weight entered on the recognition form will be granted.

273—Modifications authorised

All additional equipment and modifications authorised for series production Touring cars (group 1) and Improved Touring cars (group 2) are authorised for Grand Touring cars (group 3), in particular all those listed in Art. 261 and 263.

Any Grand Touring car with extra equipment or subject to any modification not explicitly authorised may take part in a competition only in group 4, as defined hereafter at Art. 275, and subject to said group being provided in the Supplementary Regulations.

However, all open cars when competing in a speed race shall compulsorily be fitted with a "roll bar" adequate for the protection of the driver in the event of the car overturning.

N.B.—Any alteration or addition not explicitly authorised here-above will entail the vehicle ineligible in group 3 and will entail its assignment to group 4 (see Art. 275 hereafter).

Any change or addition not listed above and which has not been subject to a previous written statement of the entrant will entail a penalty which may go as far as exclusion from the competition without prejudice to higher penalties in case of wilful misrepresentation.

274—Touring cars assimilated to "Grand Touring"**(a) Touring Cars with Special Coachwork**

Touring cars of a model recognised by the F.I.A. equipped with special coachwork, as defined in Art. 270 above, but in conformity with regard to mechanism with the series production model, except for changes and additions authorised according to Arts. 261 and 263, shall be assimilated to Grand Touring cars and may participate in events in group 3.

If the above cars are subject to changes and additions exceeding the limits provided under Arts. 261 and 263, they shall pass into group 4, and will then be subject to no further obligation apart from having to comply with the requirements of Appendix C to the International Sporting Code.

(b) **Touring Cars with Standard Coachwork and Special Mechanical Parts (previously called Special Touring Cars)**

Shall also be assimilated to Grand Touring cars, Touring cars of an F.I.A. recognised model equipped with their original coachwork but which have been subject to alterations and additions other than those authorised 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.