

The type of cylinder (with or without sleeves) as well as the friction system of connecting rod and crankshaft bearings must remain the same as on the original engine.

**The number of camshafts** is free.

**Feeding** : the feeding system of the engine is free (by carburettor, direct or indirect injection) but no device liable to have a supercharging effect may be mounted.

**The number of cylinders** per engine is limited at six, but the C.S.I. reserve their right to reconsider this decision from the moment that the F.I.A. would have recognized in one of the first three groups of Appendix « J », three models of cars of different makes with an engine of more than six cylinders and of a cylinder-capacity inferior or equal to 2.000 cc. However such a decision of modification would only come into effect as from the 1st January of the following year.

**Cooling system** : the system of the original engine must be preserved (by air, by water).

**Propulsion** : through a maximum of 2 wheels.

**Gear-box** : maximum 5 ratios, the reverse-gear not included.

**Art. 295. — Formula n° 3.**

**Validity** : from 1st January 1964 to 31st December 1968.

**Engine** : alternating piston engines only. Max. cyl. capacity 1.000 cc. Maximum cylinder-capacity may be obtained by increasing or reducing either the original bore or stroke or both dimensions.

**Maximum number of cylinders** : 4.

**The engine block**, including cylinder-head and cylinders (should they be removable) shall be those of an F.I.A. recognized model of car, manufactured in a quantity of at least 1.000 units in 12 consecutive months, excluding all engines with overhead camshafts.

The number of crankshaft bearings shall not be modified, nor the type of bearing (the replacement of a plain bearing by a roller bearing is therefore forbidden). The location of the camshaft shall not be altered.

The induction system shall be the same as that used on the

car from which the engine has been taken (the use of an injection system on an engine normally fed by a carburettor is therefore forbidden).

The engine shall be equipped with only one carburettor, whatever its number of chokes, and a throttling flange of a maximum diameter of 36 mm and a minimum thickness of 3 mm shall compulsorily be mounted between carburettor and inlet pipe. Through this throttling flange all the carburated mixture feeding the cylinders must pass.

No supercharging device is authorized even if a series-production one was mounted on the original engine.

**Other mechanical parts** : the gear-box shall be that of an F.I.A. recognized model of car, manufactured in a quantity of at least 1.000 units in 12 consecutive months, but not necessarily the one from which the engine has been taken. It shall not have more than 4 forward ratios plus a reverse gear. The scale of ratios is free. The use of any self-locking system on the differential is forbidden.

**Dimensions** : minimum wheelbase ..... 200 cm  
minimum track ..... 110 cm  
maximum width of coachwork .... 95 cm

**Minimum weight**, without ballast (see hereafter) : 400 kilos.

**Certificate of origin** : any Formula 3 car showing up at the start of an event shall be supplied with a certificate established by the manufacturer and ratified by the National Sporting Authority, specifying the origin of the basic elements of the vehicle.

**Art. 296. — Prescriptions and definitions applicable to racing cars of the 3 international formulae.**

a) **Minimum weight** : the minimum weight is that of the car in running order i.e. with all lubrication and cooling liquids but without fuel.

The ballast which is prohibited is that of a removable type. It is therefore permissible to complete the weight of the car through one or several ballasts incorporated to the materials of the car provided that solid and unitary blocks are used, and that they are fixed by means of a tool and offer the opportunity of being sealed on should the officials entrusted with the scrutineering of the car deem it necessary.

b) **The construction of the vehicle** must be symmetrical i.e. when the car is lifted laterally and weighed, the half weight on either side must be equal to half the overall weight, a margin of + or - 5 % being allowed for the said half weight. To verify the above, the weighing must be done with all tanks full (fuel, water, oil) and a driver, weighing at least 75 kilos normally sitting at the steering-wheel (or a ballast of the same weight occupying the same place).

c) **Reverse-gear** : all vehicles must have a gear-box including a reverse-gear, which must be in working order when the car starts the events and able to be operated by the driver when normally in his seat.

e) **Protection against fire** : besides that already provided by art. 125 of the International Sporting Code, the car shall be equipped with a general electric circuit-breaker either operating automatically or at the disposal of the driver.

f) **Driver's seat** liable to be occupied or left without it being necessary to open a door or remove a panel. Sitting at his steering-wheel the driver must be facing the road.

g) **Attachment points for safety-belt**, the use of such a belt being optional.

h) **Compulsory roll-bar** complying with the following conditions :

- not overhanging the driver's head ;
- exceeding in height by at least 3 cms the head of the driver, wearing his helmet and normally sitting at his steering-wheel ;
- exceeding in width the shoulders of the driver sitting at the steering-wheel ;
- be strong enough to support at least the weight of the car plus that of the fuel (tanks full) and the driver, without breaking nor deforming.

i) **Wheels shall be external to the coachwork** in such a way that no lateral elements of the coachwork (except for the allowance made for fuel tanks, as specified hereunder) may protrude beyond the vertical plane tangent to the inner face of the wheels.

Should there be different tracks, the fore part of the coachwork shall be limited by the vertical plane tangent to the inner face of the front wheels, and the rear part by the vertical plane tangent to the inner face of the rear wheels.

The mounting of lateral fuel tanks is tolerated provided however they do not protrude beyond the vertical plane passing through the median line of the tires.

j) **Braking safety system** which must include a double circuit operated by the same pedal and complying with the following :

- the pedal shall normally control the four wheels ;
- in case of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal shall still control at least two wheels.

k) **Fuel tanks complying** with the following requirements :

- the filling port(s) and their caps shall not protrude beyond the coachwork material ;
- the opening shall have a sufficient diameter for allowing the air exhaust at the time of quick refuelling (in particular those done under pressure) and if necessary the breather-pipe connecting the tank with the atmosphere shall be such as to avoid any liquid leakage during the running.

l) **Oil catch tank** : the mounting of a tank(s) or device meant for collecting any oil spilling out of the engine and/or transmission is compulsory. This device shall have a minimum capacity of 3 litres for F1 vehicles and those of formula libre of a cylinder-capacity of more than 2.000 cc and a minimum capacity of 2 litres for vehicles of Formula 2 and 3 and of formula libre of a cylinder-capacity inferior or equal to 2.000 cc.

m) **Exhaust pipes** : the outlet orifices of the exhaust pipes, when directed horizontally to the rear, must be placed at a height of more than 30 cm and less than 60 cm above the ground. If they are not entirely covered by an element of the coachwork, they may not protrude by more than 25 cm beyond the overall length of the car.

n) **No refuelling of lubricant** is allowed for the whole duration of the event.

The filling ports of the oil tanks and radiators shall provide the possibility of affixing seals.

The leads sealing the filling port(s) of the lubricant tank(s) may not be removed at any time during the race.

The leads sealing the filling port(s) of the radiator(s) shall be in place at the start of the race, but may be removed at any pit-stop.

**Art. 297. — Commercial fuel.**

a) **Fuel for all piston engines (alternating and rotary) :** by « commercial fuel » to be used in motor car speed events, the Federation Internationale de l'Automobile intends to designate a « motor » fuel produced by an Oil Company and currently distributed at road refuelling stations throughout one same country.

May therefore be used, in all speed races for which the use of commercial fuel is compulsory, all commercial fuels of the country in which the event takes place, with no other additive except that of a lubricant of current sale which cannot increase the octane number, or water.

May also be used, under the same conditions, any commercial fuel(s) which — in France, Germany, Great Britain and Italy — is (are) of the highest octane rating, according to the Research Method.

If the above-mentioned fuel could not be easily imported into the country where the event is taking place, it may be replaced by another one of similar quality and with the same octane-number (RM) — with a tolerance of  $\pm 1$  — specially made by an Oil Company.

Whenever — in France, Great Britain, Germany and Italy — a new commercial fuel is made available which has a higher octane-rating than those sold so far, the Oil Company producing this said fuel shall give notice to the F.I.A. by a registered letter and this new commercial fuel (or its equivalent as specified hereabove) may be used for racing 30 days after the registered letter has been mailed.

The Oil Companies who supply fuel directly to the entrants of a race shall have to send to the promoters the characteristics and a sample of the fuel delivered in such quantity as is sufficient to carry out the necessary analyses, and also a declaration stating that the fuel complies with the present specifications.

b) **Fuel for vehicles propelled by turbine engines :** kerosene used by commercial aviation companies for turbo-prop or jet engines or the fuel used by vehicles with conventional type engines and complying with the here-above definition of « commercial fuel ».

**Art. 298. — Formula « libre ».**

It is permitted to organize sporting competitions open to other racing cars than those defined by one of the 3 International Formulae.

All specifications concerning the vehicles and particularly the limitations of the cylinder-capacity are in this case at the discretion of the promoters and it rests with them to list these specifications as clearly as possible in the Supplementary Regulations of the event, which anyway have to be approved by the National Sporting Authority answerable to the F.I.A.

However racing cars which do not comply with any of the International Racing Formulae, must for security reasons be in conformity with the following rules listed here-above under Art. 296, General prescriptions and definitions : e), h), j), k), l), m), n).