

Art 253: Safety devices/Art 254: Rules for changing groups/Art 255: Prescriptions Groups 1 to 6

n) Red warning light: A rearward facing red warning light of at least 15 watts should be mounted as high as possible on the centre-line of the car and be clearly visible from the rear. The warning light must be switched on by order of the clerk of the course.

Application: Cars of Group 8.

o) Tank fillers and air-vents: It is recalled that the tank fillers and their caps must not protrude beyond the coachwork.

The caps must be designed in such a way as to ensure an efficient locking action which reduces the risks of an accidental opening following a crash impact or incomplete locking after closing.

The fillers must be placed away from points which are vulnerable in case of a crash. The air vents must be located at least 25 cm to the rear of the cockpit.

Application: Groups 6-8.

p) Protection against fire: an efficient protective bulkhead must be fitted between the engine and the driver's seat for preventing the passage of flames in case of fire.

Application: Groups 1 to 8.

TITLE 4—GENERAL PRESCRIPTIONS

Art 254—Rule for changing from one group to another, and authorised amalgamation of groups: Cars originally belonging to a certain group, but which have been subject to duly declared modifications and/or additions that exceed the limits specified for the group concerned, may pass into a higher group, provided for in the supplementary regulations, with the prescriptions of which it complies under the following conditions:

Group 1 passes into Group 2 }
Group 3 passes into Group 4 } or eventually in Group 5
Groups 2 and 4 pass into Group 5

Art 255—Prescriptions common to all cars of Groups 1 to 6:

a) Chassis, ground-clearance: No part of the car should touch ground when one of its tyres is deflated.

b) Coachwork:

Convertible cars must comply in all respects with the specifications applying to closed cars if they run in an event under this form, or with the specifications concerning open cars if they run with the hood down or the hardtop removed.

Maximum outside dimensions: The overall width shall be 200 cm for all cars participating in events on circuits.

Minimum inside dimensions and minimum number of seats:

NB: If a modification authorised by Appendix J affects a dimension stated on the homologation form, it will not be possible to retain that dimension as an eligibility criterion for the car.

Definition of the term 'seat': The two surfaces constituting the seating cushion and the seat-back or backrest.

Seat-back or backrest: Surface measured upwards from the bottom of the spine of a person normally seated.

Seating cushion: Surface measured forwards from the bottom of the spine of the same person.

These two main parts of the seat must form an homogeneous construction and be entirely covered with upholstery (for example, in natural or synthetic textiles).

Cars with a minimum of 2 seats (see diagrams 11 and 13):

The two seats must be distributed equally on either side of the longitudinal centre-line of the car and at the same level, regardless of their normal play for adjusting them to the size of the driver. The location provided for placing or housing the two front seats must have a minimum width of 40 cm maintained all along the depth of the seat. The seats themselves must have identical dimensions.

The 'protected height' shall be at least 80 cm measured from the cushion of the seat compressed by the standard mass (see diagram 12) to the ceiling (any existing padding being compressed) in cars with closed coachwork and 80 cm from the surface of the seat compressed by the standard mass (see diagram 12) to the upper edge of the windscreen (measured vertically through the centre of the standard mass) in case of open cars.

The minimum interior width over the front seats (see measurement C) shall be of 100 cm in cars with a cylinder-capacity inferior or equal to 1,000 cc, 110 cm in cars with a cylinder-capacity from 1,000 cc to 2,000 cc and 120 cm in cars with a cylinder-capacity exceeding 2,000 cc. The minimum width of foot-space (for each person) must be at least 25 cm measured perpendicularly to the centre-line of the car, plumb with the pedals.

The distance between the lengthwise centre-lines of the seats should not be inferior to 50 cm. In case the two centre-lines should not be parallel, measurement should be done from the hollow of the seats.

The passenger's compartment and seat shall remain free throughout the competition and shall not be encroached upon by any element or equipment of the car except when Appendix J specifically provides otherwise. The passenger's compartment and seat of open cars shall not be covered.

c) Windshield-windshield wiper: A windshield made of laminated glass is compulsory. It shall be equipped with at least one automatic wiper sweeping a sufficient area to enable the driver to distinctly see the road from his seat.

The windshield shall comply with the following requirements:

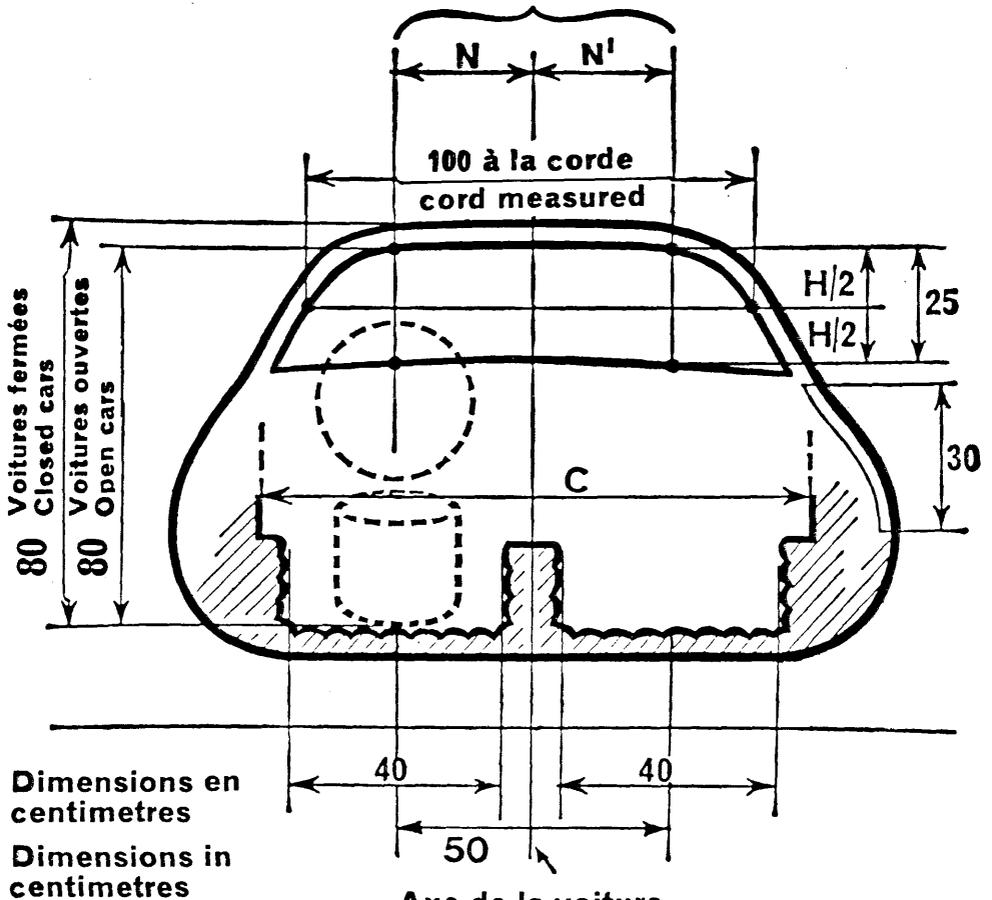
- 1) Be placed symmetrically with regard to the centre-line of the car.
- 2) Have a minimum height of 25 cm, maintained between two points symmetrically placed with regard to the centre-line of the car and of which one is determined by the vertical line passing through the centre of the steering-wheel. There must furthermore be at least 60 cm between the two said points.
- 3) Have a minimum width of 100 cm; cord measured at half its vertical height.

Shall be considered as being the windshield, only the glass area through which one has an entirely free vision towards the front, without being limited by any outside opaque projection apart from the bulge of the mudguards which cover the front wheels.

d) Mudguards: Shall be of permanent nature and firmly fixed.

They shall project over the wheels and provide efficient covering of at least one third of their circumference, and at least the width of the tyre. In those cars

Largeur sur laquelle la "hauteur protégée" doit être maintenue
Width where the "protected height" must be maintained



Dimensions en centimetres

Dimensions in centimetres

Axe de la voiture
 Centre line of the car

$N = N'$

$N + N' = 60 \text{ cm min}$

Dessin/drawing No 11

	0-1,000 cc	1,000 2,000 cc	2,000+ cc
C	100	110	120

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and the passengers, or to change the place of the tank and, if necessary, its accessory parts (filling port, petrol pump, outlet tube).

h) Minimum weight: Is the real minimum weight of the empty car (without persons or luggage aboard) fully equipped.

All tanks containing liquids (lubrication, cooling, braking, and heating if necessary), except for the fuel tank, must be full, with the exception of the windscreen washer water container and that of the brake cooling system if the car is fitted with one.

By full is understood, to the level recommended by the manufacturer.

All safety devices normally supplied are included in these weights.

Cars from Groups 1 and 3 must carry a spare wheel which can be used in the place of any other of the car, as well as all the accessories normally fitted to the least expensive model of the series in question, except for the repair kit (jack, tool-kit) normally supplied.

Cars from Groups 2, 4, 5, 6: It is permitted to complete the weight of the car by one or several ballasts incorporated to the materials of the car, on condition that they are strong and unitary blocks, mounted by means of tools, and providing for the possibility to fix seals if the scrutineers deem it necessary.

A spare wheel may be used as ballast under the hereabove conditions.

The minimum weight of a car must be maintained throughout the duration of an event.

Scrutineers can therefore take a car on the finishing line, and weigh it after emptying the petrol tank and filling the other tanks containing liquids.

i) Silencer (muffler) and exhaust system: Even when the specific provisions for a group allow replacement of the original muffler, cars competing in an open road event shall always be equipped with an exhaust muffler complying with the road regulations of the country(ies) through which the event is run.

For events run exclusively on closed circuits, the supplementary regulations may authorise modification, replacement or removal of the exhaust muffler.

The outlet pipes of the muffler shall be directed either rearwards or sideways.

If the outlet pipes are pointing rearwards, their orifices shall be placed at a height neither superior to 45 cm nor below 10 cm; they shall not protrude by more than 15 cm beyond the overall length of the car. If the exhaust pipes are directed sideways, their orifices must be located aft of a vertical line passing through the wheelbase centre and may not project in any way beyond side of the coachwork. Adequate protection shall be provided in order to prevent heated pipes from causing burns.

j) Minimum lighting equipment; For all types of races, cars must be equipped with at least two 'Stop' lights plus two red tail lights, each fitted with a bulb of at least 15 w. In addition all cars in Groups 1 to 5 should be fitted with two headlamps as powerful as those normally found on Touring or Grand Touring cars. These headlamps should be in working order throughout the race, even if the race takes place exclusively in the daytime. Two direction indicators must be fitted at the rear.

For events run on open roads (rallies), cars must comply with the legal requirements of the country of the event; cars from other countries must comply in this respect with the Convention on international road traffic.

k) Supercharging: In case of supercharging the nominal cylinder-capacity will be multiplied by 1.4 and the car will pass into the class corresponding to the fictive volume thus obtained. The new cylinder-capacity of the car shall

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always be considered as the real one. This shall particularly be the case for assigning the car to its cylinder-capacity class, and the car will be treated in all respects as if its cylinder-capacity thus increased was its real capacity. Especially in regard to its classification per cylinder-capacity class, its inside dimensions, its minimum number of seats, etc.

l) Limits of authorised modifications: Certain modifications to the original parts, certain additions and/or removal of accessories normally mounted by the manufacturer of the model concerned, are explicitly authorised by the present regulations. The limits of these modifications are set out for each of the groups 1 to 5. All those not explicitly mentioned as permissible for the group in which the car claims classification and which affect, even secondarily, the mechanical efficiency of the engine, the steering, the transmission, the road-holding and/or the braking, will render the car ineligible for the group requested.

If these modifications or additions have been the subject of a previous statement by the entrant, the car may be allowed to compete in the event in one of the other groups provided in the supplementary regulations and with the prescriptions of which it complies. Should there be however an obvious case of wilful misrepresentation, the entrant should not be authorised to start or should be stopped if he had already started, with request to the ACN concerned to pronounce his suspension for at least 12 months.

m) Fuel:

1) For all piston engines (reciprocating and rotary): By 'commercial fuel' to be used in motor car competitions, 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 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 + 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 FIA 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.

2) For vehicles propelled by turbine engines: Kerosene used by commercial aviation companies for turbo-prop or jet engines or the fuel used by vehi-

cles with conventional type engines and complying with the hereabove definition of 'commercial fuel'.

n) Combustive: The engines must intake only ambient air.

Application: Groups 1 to 6.

o) Application of general prescriptions: The general prescriptions must be complied with if the particular specifications of groups of cars of Groups 1 to 6 do not mention them or do not provide for any stricter prescriptions.

p) Anti-pollution legislation: It is specified that the freedom left for the modifications of anti-pollution equipment is valid only as far as these modifications are not forbidden by the national laws of the country traversed.

SERIES-PRODUCTION TOURING CARS (Group 1)

Art 256—Definition:

Touring cars built on large series-production terms: The only working authorised is normal maintenance or the replacement of parts damaged through wear or accident and the modifications and additions explicitly authorised hereafter under Article 258. Except for what is explicitly authorised, any part damaged through wear or accident may only be replaced by an original part identical to the one damaged.

Art 257—Minimum production and number of seats: Series-production touring cars shall have been manufactured in 12 consecutive months in a quantity of at least 5,000 identical units and offer at least four seats, except if their engine cylinder-capacity is inferior or equal to 1,000 cc, in which case the manufacturer may deliver them as two-seaters.

Art 258—Mountings and modifications authorised:

a) Lighting devices: All lighting and signalling devices must comply with the legal requirements of the country of the event; cars from abroad must comply in this respect with the Convention on international road traffic.

Lighting devices which are part of the standard equipment must retain those foreseen by the manufacturer and must comply as far as is concerned their functioning with what the manufacturer has foreseen for the considered model. Thus, if changing from a road beam to a passing beam is produced by merely deflecting the beam inside one same reflector, this system may not be altered.

Freedom is granted with regard to the frontal glass, the reflector and the bulbs. The mounting of additional headlights is authorised provided that a total of six headlights is not exceeded (parking lights not included). Extra headlights may, if necessary, be fitted into the front part of the coachwork or into the radiator grille, but such openings as needed in this case must be completely filled by the additional headlights. The number of headlights and other outside lights must be even. Shall be considered as a headlight any lighting-device throwing a beam towards the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorised, if necessary by embedding into the coachwork, but provided it will only switch on when engaging the reverse-gear, and provided the police regulations are respected.