

- Gearboxes including those with a different number of speeds.
- Overdrive systems.
- Different steering cases.
- Different transmission shafts and half-shafts with joints.
- Connecting rods but not in a different basic material.
- Different clutch and different flywheel—type and dimensions—provided their fitting is possible, within the limits of Art. 260 a).
- Clutch housings, differentials and gearboxes (extension housing included) of a different basic material.
- Cylinder head of a different shape and/or material, provided that the position and number of camshafts, and the number of valves per cylinder, remain unchanged. By position is meant either in the block or in the head.
- Crankshafts of a same basic material provided the type and diameter(s) of the bearings remain those specified on the recognition form. Nevertheless, this optional crankshaft must retain the original stroke.
- Different bearing caps.
- Equipment for dry-sump lubrication.

**Important:** Since 1/1/72 all recognitions concerning optional lightweight coachwork elements mentioned hereafter: doors, windows, engine bonnet and trunk lid, have been deleted. Consequently, the Technical Stewards are notified that the addenda to the basic recognition sheets regarding such optional equipment are no longer valid.

**bb) Optional equipment which may be recognized without a minimum production:**

- Different dashboard.
- Protection shields under the car provided they do not decrease in a significant way the aerodynamic drag of the car.
- Wing extensions, aesthetically acceptable, provided they do not entail an increase of the width of the wings of more than 5 cm on each side of the car. Measurement is to be done at the vertical going through the centre of the wheel hubs.
- Brakes of different type and/or dimensions, which may include larger hubs and spindles.

**cc) Any other option** affecting directly or indirectly the performance of the car cannot be recognized unless 1,000 identical cars equipped with this option have been manufactured in 12 consecutive months.

*In case this Article would be applied within Group 4 (Special GT), the minimum production would obviously be 500 cars and not 1,000.*

**NB:** On account of the important modifications brought to the present group 2 in 1970, scrutineers are requested to disregard the note 'Important' mentioned on the International recognition form and specifying which numbers are to be retained for the technical verification.

## TITLE V

### SERIES—PRODUCTION GRAND TOURING CARS (Group 3)

**Art. 261.—Definition:** cars with at least two seats, manufactured on a limited series-production scale for the drivers who seek the best possible performances and/or the greatest comfort without a special concern about the cost.

**Art. 262.—Minimum production and number of seats:** grand touring cars must have been manufactured in a quantity of at least 1,000 units identical in all respects (unless authorizations, listed hereafter under Art. 263 specify otherwise) and be equipped with at least two seats.

**Art. 263.—Modifications and/or additions authorized:** exactly the same as those authorized for group 1 (Series-production touring cars) (see Art. 257).

## TITLE VI

### SPECIAL GRAND TOURING CARS (Group 4)

**Art. 264.—Definition:** At least two-seater cars manufactured on a small series-production scale, and which may be subject to modifications in order to be more particularly adapted to sporting competition. This group also includes cars derived from those recognized in group 3 (Series-production GT cars) and modified beyond the limits allowed for group 3.

**Art. 265.—Minimum production and number of seats:** the Special Grand Touring cars must have been manufactured in a quantity of at least 500 units and be equipped with at least two seats.

**Art. 266.—Modifications authorized:** exactly the same as those authorized for Group 2—Special Touring cars (see Art. 260).

## TITLE VII

### SPORTS CARS (Group 5)

**Art. 267.—Definition:** Two-seater competition cars especially manufactured for speed or long-distance races on closed circuits. Their use on open roads may however be foreseen and, in that case, the cars must include all elements normally provided and legally required for vehicles using public roads.

**Art. 268.—General specifications:** These cars should comply with the general prescriptions concerning cars of categories A and B (see Art. 253), except as regards the following points:

- a) the luggage trunk is optional (Art. 253 g),
- b) the spare-wheel is optional (Art. 253 I),
- c) in the case of an open car, the windshield and the transparent parts of the door are optional; however, if they are provided for, their dimensions are free (if no windshield is provided for, windshield-wipers are not compulsory),
- d) in the case of an open car, the opening delimiting the driver/passenger compartment must be symmetrical about the lengthwise centre-line of the car.
- e) An opaque and non-flexible part of the coachwork must extend downwards behind the rear wheels of the car to 20 cm minimum from the ground and over the entire width of the rear wheels and tyres. (Prescription valid as from 1st April 1972).

Besides, it is specified that the Appendix J distinguishes only an entirely open car, ie, the passenger's and the driver's seats uncovered, and entirely closed cars.