

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 vehicles with conventional type engines and complying with the here-above definition of "commercial fuel".

v) Application of general prescriptions: the general prescriptions must be complied with if the particular specifications of groups of cars of categories A and B do not mention them or do not provide for any stricter prescription.

Art. 254.—Rule for changing from one group to another and authorized 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 prescription of which it complies and under the following conditions:

Group 1	passes into group 2.
Group 3	passes into group 4.
Group 4 (or 3+4)	passes into group 5.

TITLE III

SERIES PRODUCTION TOURING CARS (Group 1)

Art. 255.—Definition: touring cars built on large series production terms. These cars shall compete in an event without having undergone any preparation likely to improve their performances or their conditions of use. The only working authorized is normal maintenance or the replacement parts damaged through wear or accident and the modifications and additions explicitly authorized hereafter under article 257. Except for what is explicitly authorized any part damaged through wear or accident may only be replaced by an original part which must be exactly the same as the one for which it is substituted.

Art. 256.—Minimum production and number of seats: series-production touring cars shall have been manufactured in a quantity of at least 5,000 identical units and offer at least 4 seats, except if their engine cylinder-capacity is inferior or equal to 700 cc. In which case the manufacturer may deliver them as two-seaters.

Art. 257.—Mountings and modifications authorized:

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 remain 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 authorized provided that a total of 6 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. 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 authorized, 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.

The mounting of manoeuvrable search-lights on the roof or elsewhere is forbidden.

Waivers may be granted to these specifications on condition that they be explicitly provided for in the supplementary regulations of the event.

To comply with legal requirements of certain countries, it is permissible to re-arrange the casing of front signalling devices in order to house both traffic indicators and parking lights.

The make of the lighting devices is free.

b) **Fuel and oil tanks:** must be those normally provided by the manufacturer for the model concerned, the capacities of which are specified on the recognition form. If, for the same model, tanks of different capacities are normally provided, only those mounted on the required number of cars necessary for recognition will be authorized.

The location and type of filling port for the fuel tank(s) may not be changed.

The use of a fuel tank with a larger capacity may be authorized by the ACN with the FIA's agreement, in the case of events organized under particular climatic conditions (on desert or tropical courses for instance).

c) **Cooling circuit:** if, for the same model, radiators of different capacities are normally provided, only those mounted on the required number of cars necessary for the recognition will be authorized. The addition of a radiator screen is authorized.

The use of a radiator with a larger capacity may be authorized by the ACN with the FIA's agreement, in the case of events organized under particular climatic conditions.

Make and type of thermostat are free, but it may not be removed nor its position changed.

The radiator screen may be a rigid plate fixed behind the grille.

d) **Induction:** the carburettor(s) or fuel injector pump(s) normally mounted on the recognized model and described on the recognition form may not be changed or removed.

The elements which control the quantity of fuel fed in the engine may be changed, but not those which control the quantity of air.