

## Art 256-57-58 : Group 1 | Art 259-60-61 : Group 2

underneath the car is forbidden unless such a device is mentioned on the recognition form of the model in question or is authorised or made compulsory by the supplementary regulations of the event.

It is permitted to remove the bumpers, for events run entirely on a closed track. However, no mounting should protrude outside the coachwork.

When the bumper is an integral part of the coachwork, it cannot be removed. Example: Porsche 911.

For rallies, any car normally delivered with bumpers, and the recognition form of which shows such an equipment, must retain them (refer to photos A and B).

**n) Reboring dimensions:** A maximum reboring dimension of 0.6 mm will be authorised in Groups 1 and 3 on condition that the piston be the original one and that the cylinder-capacity class remains the same (Art 252 h).

**Manufacturing tolerances:** Provided the tolerances comply with the tolerances allowed by the FIA, it will not be necessary to mention individual tolerances on the recognition form any more. Should any tolerance exceed the allowed ones, due explanations should be provided by the manufacturers for consideration by the Sub-Commission for Recognitions.

### **Tolerance scale:**

1) Tolerances for all machining, excepting bore and stroke: 0.2%. (Articles 148, 150, 74, 75, 161, 171, 185, 186, 192, 211, 212 and also the orifices appearing on page 15 of the recognition form).

2) Article 144: tolerance  $\pm 0.5\%$ .

3) Unfinished castings:  $+4\% -2\%$ .

4) Cam-lift:  $+1\%$  (Articles 162, 172, 205).

5) Weight (Articles 151 to 156):  $+7\% -3\%$ .

6) Width of the car at front and rear axles:  $+1\% -0.3\%$ .

7) Wheelbase (Article 3):  $\pm 0.5\%$ .

8) Track (Art 110 and 111):  $\pm 25$  mm.

### **Former recognition form:**

1) Art 156-158-159-181-196-215-216-225-262-263 orifices p 8.

2) Art 146.

4) Art 182-197-255.

5) Art 160 to 164.

7) Art 1.

## **TOURING CARS (Group 2)**

**Art 259 — Definition:** Cars of series-production which may be submitted to certain modifications aimed at making them better suited to competition. The list of the modifications and additions explicitly authorised is given hereafter under Art 261.

Moreover, in this group, may be classed cars of Group 1 which have been the subject of modifications and/or additions exceeding the limits of Group 1. These cars will then enjoy the same freedom as provided for Group 2.

**Art 260 — Minimum production and number of seats:** Touring cars shall have been manufactured in a quantity of at least 1,000 units in 12 consecutive months and be equipped with at least four seats; however, if their cylinder-