

FÉDÉRATION INTERNATIONALE  
DE L'AUTOMOBILE

ANNEXE J

AU

CODE SPORTIF INTERNATIONAL

Règlement International pour voitures de tourisme  
et de sport construites en série

APPENDIX J

TO THE

INTERNATIONAL SPORTING CODE

International Regulations for touring and sports  
car built on series production terms



**Février 1955**

**RÈGLEMENT INTERNATIONAL  
POUR VOITURES DE TOURISME OU DE  
SPORT CONSTRUITES EN SÉRIE**



**INTERNATIONAL REGULATIONS  
FOR TOURING AND SPORTS CARS  
BUILT ON SERIES PRODUCTION TERMS**

APPENDIX J  
INTERNATIONAL REGULATIONS  
FOR TOURING AND SPORTS CARS BUILT  
ON SERIES PRODUCTION TERMS

CHAPTER I

GENERAL PRINCIPLES

Art. 251. — **Conditions of enforcement of the Regulations.**  
— The present Regulations shall compulsory apply to all touring and/or sports cars built on series production terms taking part in international Rallies or other international regularity trials.

They apply also to sports cars complying with Appendix C of the International Sporting Code (usually called "international sports cars") especially with regard to their distribution into classes as specified hereafter in Art. 263, whenever said cars participate in the above-mentioned events.

(Are not considered as Rallies or Regularity Trials all Touring Concentrations wherein all kinds of vehicles may participate).

The present Regulations apply also to all touring and/or sports cars built on series production terms that are taking part in international competitions in which speed is the principal element for classification. However, in the latter type of competition, international sports cars, prototypes and racing cars as a rule remain subject only to the classification and regulations of Appendix C to the International Sporting Code, except if the Supplementary Regulations of the event prescribe otherwise.

Art. 252. — **Categories and groups of vehicles.** — For the enforcement of the present Regulations, cars shall be distributed into five groups as indicated hereafter, the three first being those of the Touring category, and the two others those of the Sports category.

No other groups shall be permitted, but it is however

permissible to join up several groups, and complete freedom is given to Promoters as to the choice of group(s) to appear in the Supplementary Regulations.

I. — "Touring" category :

- 1st Group : Normal series production Touring Cars ;
- 2nd Group : "Grand Touring" series production Cars ;
- 3rd Group : Special series production Touring Cars.

II. — "Sports" category :

- 4th Group : Series production Sports Cars ;
- 5th Group : International Sports Cars.

## CHAPTER II

### NORMAL SERIES PRODUCTION TOURING CARS

Art. 253. — **Purpose.** — Normal series production touring cars are motor vehicles intended for the conveyance of persons, and for which their manufacturer has endeavoured to obtain the best performances and the maximum comfort in normal conditions of use.

Those cars must comply with a model clearly defined in a catalogue, and must be obviously intended for normal use : pleasure and business. They must be offered to the Customers by the usual Sales Department of the Manufacturer.

**N. B.** — From the date of publication of the present Regulations (10th February 1955) and without any retrospective effect, whenever a Manufacturer produces several models of same cylinder capacity and same type of motive cycle, but capable of noticeably different performances, only the model capable of the lowest performances shall be considered as a normal series production touring car. For this discrimination, models with a family-type or utilitarian coachwork shall not be taken into consideration (for instance : shooting-break, station wagon, etc.).

Art. 254. — **Minimum fabrication.** — For normal series production touring cars the following minima must have been built :

- 1,000 units in 12 consecutive months if their engine capacity is equal or inferior to 1,000 c.c.
- 600 units in 12 consecutive months if their engine capacity exceeds 1,000 c.c.

**Art. 255. — Coachwork.** — Normal series production touring cars shall have as a rule a closed body made by the manufacturer of the chassis.

There will however also be admitted into the present group, on proposal of the A.C.N. of country in which the chassis is manufactured, and with the agreement of the C.S.I. :

- a) closed bodies made by a coachwork-builder approved by the manufacturer of chassis, provided the number of bodies thus constructed has reached the minimum production of 1,000 or 600 units 12 consecutive months, as specified in Art. 254 ;
- b) convertible coachwork, either when only this kind is specified in the manufacturer's catalogue, or when they are produced as well as closed bodies, although the number of cars with convertible bodies is not taken into consideration for computing the minimum production specified in Art. 254.

By convertible coachwork is meant the type which can be either completely closed, or open, and comprises in particular a windshield, doors and windows.

Are excluded all coachwork with a simple hood offering but a scanty protection against bad weather, even if this hood is equipped with detachable sidescreens.

**Art. 256. — Number and dimensions of seats.** — Normal series production touring cars whose engine cylinder capacity is inferior or equal to 1,000 c.c. may have only two seats, **even if** their manufacturer has provided more. Cars whose engine cylinder capacity exceeds 1,000 c.c. shall offer 4 seats.

Shall only count as seats those especially intended by the coachwork builder for accommodating the passengers, driver included. These seats shall have at least the dimensions laid down in Appendix C for sports cars.

Shall not be considered as four-seaters those cars which offer inside the coachwork two normal front seats, and a rear space for carrying dogs or luggage, even if the dimensions of this space enable to temporarily accommodate passengers.

On the contrary, and unless Supplementary Regulations of an event lay down that all seats provided by the manufacturer must be occupied during said event, the normal disposition of seats may be subject to all kinds of modifications intended to improve the comfort of the passengers carried (seats convertible into sleeping bunks, addition of arm-rests, etc.).

Art. 257. — **Weight.** — A normal series production touring car of a determined type must weigh, in working order, a minimum weight to be indicated on the Form of Recognition of that vehicle, and this weight shall be the same for closed cars or convertibles of a same series of chassis.

This minimum weight shall be the average weight computed from the actual weighing of 5 closed series production cars of the same model "in working order" (vide Art. 262, 2nd §).

Weighing "in working order" means that the car is weighed when equipped with a spare wheel and tyre, when its petrol and oil tanks, and water tank (if any), are full, but without any passenger, tools or luggage.

Art. 258. — **Forbidden alterations.** — No alteration or addition liable to improve the ordinary performances of a "normal series production touring car" shall be permitted on that type of vehicle. In particular, the use of superchargers or blowers or any other super-charging device for the engine is prohibited.

Art. 259. — **Permitted changes.** — The following only may be changed :

- a) make of the lighting devices ;
- b) make and fitting-system of brake linings ;
- c) make and type of shock-absorbers ;
- d) make and method of fitting on the tyres ;
- e) make and type of the sparking plugs and the ignition coil, and also the make of distributor, on condition that the system of ignition remains the one provided by the manufacturer ;
- f) make of battery, provided its voltage remains unchanged ;
- g) the jets and chokes, and also the type and make of carburettors, provided the diameter of the inlet flange remains the same as that of the flange provided by the manufacturer ;
- h) the ratios of the gear-box and rear-axle when the series produced model is sold according to the catalogue with different ratios designated beforehand, and that one of those ratios is used ;
- i) the capacity of the fuel tank and that of the radiators when the series production model may be sold, accor-

ding to the catalogue, with different fuel tanks and different radiators, and that one of these is used.

Finally, the following are authorised :

- j) a re-boring, on condition the bore does not exceed by more than 0.5 mm. the original data and that the increase of cylinder capacity resulting therefrom does not make the car pass into a higher class ;
- k) the adding of lighting and signal devices provided they do not infringe the provisions of traffic regulations ;
- l) the fitting of all accessories liable of improving the conditions of use of the vehicle, provided those accessories have no influence on the mechanical performances of engine and/or braking system ;
- m) the fitting of a dual braking system ;
- n) all normal tuning operations, such as for instance the balancing of wheels ;
- o) all inside modifications for the purpose of improving the comfort of passengers.

**N. B.** — Any modification or addition which is not provided for hereabove will entail a penalty which may go as far as exclusion from the race, without prejudicing more severe penalties against the entrant, in case of wilful misrepresentation.

**Art. 260. — Wheels and tyres.** — Normal series production touring cars must compulsorily be equipped with wheels conforming, as to their type, weight and dimensions, to those delivered by the manufacturer, such as they are described in the catalogue (or on the Form of Recognition) of the considered vehicle. This obligation concerns in particular the rims of the wheels, but the competitors may use tyres of their own choice. The number of spare wheels is not limited, save when the Supplementary Regulations of the competition prescribe otherwise.

**Art. 261. — Bumpers, embellishers, stream-lining.** — Normal series production touring cars shall have to be fitted with bumpers of the type provided by the manufacturer, save if the manufacturer delivers the cars normally without bumpers.

On the contrary, embellishers and detachable wheel covers liable to hinder the dismounting of a wheel may be removed beforehand at the discretion of the entrant, provided the weight of the car thus lightened remains at least equal to the weight as defined in Art. 257.

The addition of any kind of stream-lining device unprovided by the manufacturer on the standard model is prohibited.

Art. 262. — **Forms of Recognition.** — Each model of car answering the above conditions shall be made the subject of a technical form, called "Form of Recognition", on which will be indicated the main characteristics allowing the model in question to be identified and to ensure that it really corresponds to that of the series production described in the Manufacturer's catalogue.

As far as checking the weight of the car is concerned, an allowance of 5% with regard to the weight specified on said form will be granted.

Applications for recognition shall be examined at least twice a year at the time of the C.S.I. meetings.

However in order to allow for the coming out of new models or for the alterations liable to be made to the series in the course of the year, the President of the C.S.I. may recognise such models between two meetings, provided the A.C.N. interested certifies that the minimum number of units has effectively been built within the regular lapse of time.

The admittance into a competition of a newly recognised model can only take place one month after the date of recognition.

Only the model Form of Recognition drawn up by the International Technical Commission shall be used to that purport by all A.C.Ns.

Art. 263. — **Classes.** — "Normal series production touring cars" shall be divided into 10 classes according to the cylinder capacity of their engine, i.e. :

1)	Cylinder capacity inferior or equal to	350 c.c.		
2)	—	above 350 c.c. & below or equal to	500 c.c.	
3)	—	—	500 c.c.	—
4)	—	—	750 c.c.	—
5)	—	—	1,000 c.c.	—
6)	—	—	1,300 c.c.	—
7)	—	—	1,600 c.c.	—
8)	—	—	2,000 c.c.	—
9)	—	—	2,600 c.c.	—
10)	—	above	3,500 c.c.	

Promoters are not obliged to include all of the above classes in the Supplementary Regulations and furthermore they remain free to join two or more of these classes according to the circumstances peculiar to their events.



It is specified that this classification applies exclusively to the events governed by the present International Regulations and that the above classes do not replace the classes of the International Sporting Code, Appendix C, which remain valid in particular for attempts at record.

Art. 264. — **Fuel.** — Fuel must be of commercial type such as that which is usually distributed at petrol pumps. Its octane index computed according to the "Motor Method" may vary according to the supplies available in the different countries, but shall in no case exceed 90 until further notice, even when the fuel is supplied by the Promoters.

Unless otherwise stipulated in the Supplementary Regulations, upper cylinder lubricants are authorised, provided that their being mixed with the fuel does not increase its octane index.

**N.B.** — The above provisions do not apply in the case of compression-ignition engines, for which the choice of fuel remains free.

### CHAPTER III

#### "GRAND TOURING" SERIES PRODUCTION CARS

Art. 265. — **Purpose.** — "Grand Touring" series production cars are vehicles built in small series for the use of purchasers who require the best performances and the maximum comfort with no special concern about economy.

The cars must comply with a model well defined in a catalogue and be offered to the purchasers by the usual Sales Department of the Manufacturer.

Shall be assimilated to "Grand Touring" series production cars, the normal series production cars which are equipped with a special body, provided their minimum weight remains the same as the one indicated on the recognition form for the model concerned. However, with regard to checking the weight of a normal series production touring car with special body, the allowance shall be 10% as compared with the weight indicated on said recognition form.

The allowance of 5% remains applicable to the checking of the weight of "Grand Touring" series production cars

proper under the conditions specified here-above for normal series production touring cars (vide Art. 262, 2nd §).

Art. 266. — **Characteristics and specifications.** — All that is specified here-above in Chapter II for normal series production touring cars applies equally to "Grand Touring" series production cars, except that:

- 1) The minimum output is reduced to 100 units in 12 consecutive months, whatever the engine cylinder capacity;
- 2) The body may be other than the one provided by the manufacturers of chassis or by one of his approved coachwork builder, to the exclusion however of open coachwork with or without a hood, other than convertible coachwork specified in Article 255 b).
- 3) The minimum number of seats which is fixed at **two** whatever the engine cylinder capacity, the dimensions of each seat being at least those provided in Appendix C for sports cars.

#### CHAPTER IV

#### " SPECIAL SERIES PRODUCTION TOURING CARS "

Art. 267. — **Characteristics.** — In the spirit of the present Regulations, special series production touring cars must be directly derived from normal series production cars and Grand Touring Series production cars, in particular with regard to their coachwork (vide Art. 255 and 266, § 2).

These cars may be subject not only to the alternations and/or additions provided in Art. 259, but also other modifications and/or additions carried out either by the manufacturer or by the competitor, in view of improving the performances of the car.

These modifications and additions may concern the mechanical parts of engine and chassis, including wheels, on condition the latter are of the same dimensions as those provided by the manufacturer.

However, the fundamentals and general design of the engine and of the chassis must remain conformable to those of the corresponding normal series production touring car or Grand Touring series production car.

For example — and the following list of fundamental changes is by no means an exhaustive one — the number of cylinders, the bore (except for the authorised re-boring as specified here-after), the number of bearings, the position of camshafts and valves (overhead or lateral), the controlling systems (by chain or gearing), etc... must remain the same. A pressed steel chassis must not be replaced by a tubular chassis; a coil spring suspension must not be replaced by a leaf spring, or a torsion bar suspension; a classic rear-axle (unsuspended) may not be substituted to a De Dion type rear axle; drum brakes must not be replaced by disc brakes, or vice-versa, etc...

A re-boring is permitted but only within the following limits: on the one hand, the increase of the diameter shall not exceed 1 mm. and, on the other hand, the increase of the total cylinder capacity shall not make the car pass into a higher class.

The use of superchargers, blowers, or any kind of supercharging device remains forbidden for cars of the present group.

If the study of the maker's catalogue and of the Form of Recognition brings to notice the alterations and additions to which the present article refers, when they have been carried out by the manufacturer, the competitor need not mention them.

On the contrary, those carried out by the entrant shall be made the subject of a compulsory written statement which will be appended to the entry form forwarded to the promoters.

The changes and additions referred to in Art. 259 do not have to be indicated on the above-mentioned statement.

**N. B.** — Any omission, any false specification on the statement shall entail a sanction which may go as far as exclusion of the car without prejudicing the more severe penalties liable to be inflicted upon the entrant in case of wilful misrepresentation.

**Art. 268. — Specifications.** — All specifications of Chapters II and III (taking into account of course what has just been said in Art. 267 above) apply to special series production touring cars, and in particular the minimum fabrication, the number of seats, and the minimum weight. This weight shall be checked according to the case with the 5% or 10% allowance mentioned here-above in Articles 262 and 265.

## CHAPTER V

### " SERIES PRODUCTION SPORTS CARS "

Art. 269. — **Purpose.** — " Series production sports cars " are motor vehicles intended for the conveyance of persons, and for which the manufacturer has endeavoured to obtain very high performances, without especially seeking comfort or economy of use.

These cars must conform to a model well defined in a catalogue, and must be offered for sale to customers by the usual Sales Department of the Manufacturer.

Art. 270. — **Minimum fabrication.** — For " Series production sports cars " a minimum of 25 cars of the same model must have been built within 12 consecutive months, whatever their cylinder capacity.

Art. 271. — **Coachwork.** — " Series production sports cars " must have either one of the open or closed bodies provided by the manufacturer of the chassis and mentioned in his catalogue, or a coachwork made by any coachwork builder in compliance with the model provided by the manufacturer.

Art. 272. — **Number and dimensions of seats.** — " Series production sports cars " must offer at least **two** seats. The dimensions of each seat must be at least equal to those indicated in Appendix C of the International Sporting Code.

Art. 273. — **Weight.** — A " series production sports cars " of a determined model must weigh, in working order, a minimum weight which will be indicated on the form of recognition of that vehicle, and which need not be the same for the closed cars and the open cars of the same series of chassis.

This weight must be the one indicated in the manufacturer's catalogue for a car which is weighed in " working order ", in the following conditions: car equipped with a spare wheel and tyre, when its petrol and oil tanks, and water tank if any, are full, but without any driver, passenger, tools or luggage. The weight shall be checked with an allowance of 5 % as mentioned hereabove in Article 262.

Art. 274. — **Specifications.** — The provisions of Articles 258 to 264 inclusive of present Regulations apply to series production Sports Cars, it being understood that re-boring

will be authorised within the limits foreseen for special series production cars in Art. 267, with compulsory statement sent in together with entry form.

## CHAPTER VI

### INTERNATIONAL SPORTS CARS

Art. 275. — **Characteristics.** — International Sports Cars are not subjected to any obligation other than that of answering the provisions of Appendix C of the International Sporting Code. The International Sports Cars category may therefore include prototypes.

If the promoters of a rally or other international regularity trial decide to admit International Sports Cars, these vehicles shall have to be assigned according to their engine capacity to one of the ten classes specified in Art. 263.

Moreover, these cars shall have to use the fuel specified in Art. 264 and no other kind.