

FÉDÉRATION INTERNATIONALE  
DE  
L'AUTOMOBILE

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**International Sporting Code**  
**and**  
**Appendices**

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**1964**

# APPENDIX J

## CHAPTER I

### General provisions

251. **Enforcement of the Regulations.** — The present regulations define all cars built in large or small series and recognized by the F.I.A. in categories «Touring» or «Grand Touring» in compliance with provisions of article 254 below.

They compulsorily apply to all events entered on the International Sporting Calendar (speed events or regularity trials) or on the Calendar of National Events with foreign participation authorized and in which series production cars of the Touring and Grand Touring categories participate.

252. **Categories and groups of vehicles.** — Vehicles referred to in the above article shall be distributed into the following categories and groups:

A) «TOURING» category:

Group 1: Series production Touring Cars;

Group 2: Improved Touring Cars.

B) «GRAND TOURING» category:

Group 3: Grand Touring Cars.

This group takes in also series production Touring Cars with altered bodies as well as Touring Cars belonging to the former group of «Special Touring Cars».

Events open to cars of the Touring and/or Grand Touring categories may also be open to cars of the «Sports» category. In that case cars of this category, which is not defined in the present regulations, shall form the:

C) Group 4: Sports Cars

in which shall be admitted all cars complying with the special regulations of Appendix C to the International Sporting Code, as well as Touring and Grand Touring Cars of a model recognized by the F.I.A., but which because of changes effected cannot be entered in one of the 3 above mentioned groups (cft art. 275 hereafter).

Promoters are free to choose the group(s) they wish to include in their Supplementary Regulations.

Except when otherwise specified by the F.I.A. for a given category of events, the combination of several consecutive groups is authorized.

Since the order of groups as given here-above is considered as forming a logic progression, a car which is eligible for competing in any group not provided in the Supplementary Regulations of an event is automatically eligible for competing in a higher group.

253. **Class Scale.** — Cars shall be distributed into the following 15 classes, according to their engine cylinder capacity :

1. Cars with an engine capacity up to 400 cc.
2. Cars with an engine capacity above 400 cc. and inferior or equal to 500 cc.
3. Cars with an engine capacity above 500 cc. and inferior or equal to 600 cc.
4. Cars with an engine capacity above 600 cc. and inferior or equal to 700 cc.
5. Cars with an engine capacity above 700 cc. and inferior or equal to 850 cc.
6. Cars with an engine capacity above 850 cc. and inferior or equal to 1.000 cc.
7. Cars with an engine capacity above 1.000 cc. and inferior or equal to 1.150 cc.
8. Cars with an engine capacity above 1.150 cc. and inferior or equal to 1.300 cc.
9. Cars with an engine capacity above 1.300 cc. and inferior or equal to 1.600 cc.
10. Cars with an engine capacity above 1.600 cc. and inferior or equal to 2.000 cc.
11. Cars with an engine capacity above 2.000 cc. and inferior or equal to 2.500 cc.
12. Cars with an engine capacity above 2.500 cc. and inferior or equal to 3.000 cc.
13. Cars with an engine capacity above 3.000 cc. and inferior or equal to 4.000 cc.
14. Cars with an engine capacity above 4.000 cc. and inferior or equal to 5.000 cc.
15. Cars with an engine capacity over 5.000 cc.

The above classification applies to cars with non-super-charged engines.

Cars equipped with a supercharging device provided for the whole series by the manufacturer may be recognized by the F.I.A. but in one of the classes above the one they would belong to according to their nominal cylinder capacity.

Except when otherwise occasionally specified by the F.I.A. for a given category of events, there is no obligation for the promoters to include all the above classes in their Supplementary Regulations and furthermore, they remain free to combine two or more consecutive classes according to circumstances particular to their events.

**254. Recognition of series production models.** — Before a series production car is accepted in the «TOURING» or «GRAND TOURING» category in a competition, it has to be recognized in that category by the F.I.A.

Recognition of each Touring or Grand Touring model shall be requested by the National Automobile Club of its manufacturing country. Said request shall be accompanied with a certification from the A.C.N. that the minimum production required has been met and with a recognition form (cft art. 255) enabling the unmistakable identification of the model concerned.

Recognitions will be granted by the F.I.A., on recommendations of a Sub-Commission appointed by the C.S.I. called «Sub-Commission for Recognition». They will be circulated at the earliest opportunity by the F.I.A. Secretariat.

Any change definitively brought to the series production of an existing model shall make the subject of a descriptive note giving specifications as to the exact nature of the change effected. Said note shall be established by the A.C.N. of the country where the altered vehicle has been manufactured, and submitted by the A.C.N. to the Sub-Commission for Recognitions.

The Sub-Commission will have to determine which of the following case is concerned :

**1st case : Introduction of a new model.**

The change(s) introduced for good either noticeably

improve the performance of the vehicle, or modify its main characteristics.

It shall be then considered as a new model for which construction of the minimum series in the category concerned shall be required, and a new recognition form shall have to be issued.

### 2nd case : Normal evolution of the type.

The change(s) introduced for good (construction of previous model abandoned) do not noticeably improve the performance or the main characteristics of the vehicle.

The altered model will remain covered by the original recognition without the manufacturer being required to produce a new minimum series, but the changes must be stated either on a supplementary form appended to the existing one or on a new recognition form.

### 3rd case : Variant.

One or several changes are made and noticeably modify either the performance or the main characteristics of the vehicle, but these changes concern only a part of the production of the manufacturer and the construction of the previous model is not discontinued. Said changes will be considered as introducing a « variant » which shall be accepted as well as the original model as soon as the minimum series required for this category of car has been built in twelve months. The variant will imply the drawing up, either of a new recognition form or of an additional one to be appended to the already existing recognition form.

However, when the changes imply a noticeable reduction of the performances, such as those which are necessary for adapting a car to utility tasks to the detriment of the mechanical efficiency, the variant(s) will be accepted without imposing upon the manufacturer the obligation of previously producing a minimum series, subject to the following conditions :

a) That all the parts liable of being substituted be mentioned on the recognition form concerning said model.

b) That the substitution although it reduces the general efficiency does not improve certain secondary performances which are of special in the competition in which the vehicle

has been entered (for instance the fitting of a carburettor of economy type for a fuel consumption event).

The variant(s) may however always be accepted without having to give evidence of a minimum series production, when it concerns (or they concern) a special equipment for climatic or other purposes intended to adapt the car to an arctic or tropical climate or to an unusual type of ground (such as desert or bush) under the express condition that the vehicle is only used in competitions run in the particular circumstances which are referred to here above.

**255. Recognition Forms.** — All Touring and Grand Touring cars recognised by the F.I.A. shall be subject to a descriptive form called Recognition Form on which shall be entered all data enabling to identify each model.

To this effect shall only be used by the A.C.Ns the standard recognition forms and standard additional forms for «normal evolution of type» and «variant» approved by the F.I.A.

The forms shall be filled under the supervision of the A.C.N. of the manufacturing country of the vehicle and submitted by said A.C.N. to the Subcommittee for Recognition.

It will rest with the competitor to obtain the Recognition Form and, if need be, the additional form concerning his car from the A.C.N. of the manufacturing country of the vehicle.

A promoter shall be entitled to require Recognition Forms at scrutineering and/or start and to refuse the participation of a competitor in case of the form not being produced.

**256. Fuel.** — Fuel shall be of a commercial type generally distributed at road service stations of the country or countries in which the event is to be run. If in one of the countries the standards of the best commercial fuel are inferior to the fuel having the lowest octane number in one of the three following countries: France, Great-Britain, Italy, a special waiver may be granted to the promoters with the approval of the C.S.I.

Upper-cylinder or two-stroke engine, lubricants are authorized, on condition there is no increase of the fuel octane number.

## CHAPTER II

### Group 1: Series production Touring Cars

257. **Definition — Minimum of construction.** — Series production Touring cars are motor vehicles intended for the transportation of persons and for which the manufacturer has endeavoured to obtain the best performance in normal conditions of use. They must be recognized by the F.I.A. in the «Touring» category.

In order to enjoy such a recognition, these cars must be in conformity with a model well defined in a catalogue and obviously intended for normal use, for pleasure or business. They must be offered to customers by the regular sales department of their manufacturer.

They must be of a model in current production or which has not been definitively abandoned for over 4 years. They must have been manufactured in series at a minimum rate of 1.000 units in 12 consecutive months and be identical as far as mechanism and coachwork are concerned.

By identical is meant that the external shape and the component materials of the mechanical parts, the chassis and the body must remain unchanged.

To the exception of the modifications and additions explicitly authorized according to the present regulations, any accessory and/or any mechanical part may only be replaced by the same accessory or the same part used by the manufacturer for the considered model, the only tolerances in size being those officially provided by the factory.

All elements of the vehicle must compulsorily be those of one same recognized model, whether said model is the basic one or one of its variants also recognized (see art. 254) to the exception of elements whereof the addition, the removal the modification or the replacement is explicitly authorized according to the present regulations (considering the group which applies).

However, in case of «normal evolution of the type» (see above art. 254, 2nd case) when a manufacturer has abandoned for good the production of certain spare parts, spare parts of the altered model may be substituted, provided they are perfectly adaptable and do not imply any modification whatsoever of the supports.

258. **Coachwork.** — Series production touring cars shall have a closed body or a « convertible » body.

Coachwork means all the external parts of the vehicle licked by the air streams and located above a plane passing through the wheels hubs..

Convertible coachwork means a body which can be either completely closed, or open, with inter alia mobile windows in the doors. Is excluded any coachwork fitted with a simple hood offering but a scanty protection against bad weather, even if the hood is equipped with detachable sidescreens.

As a rule the body shall be built by the manufacturer of the frame. However, a series production body manufactured by a coachwork builder approved by the maker of the frame may be admitted. For cars whose body has been made outside of the main factory, there will have to be at least 1.000 units assembled within a period of 12 consecutive months and said cars will be subject to a separate recognition.

259. **Number and dimensions of seats.** — Series production Touring cars shall have the number of seats provided by the manufacturer. This number shall be at least TWO when the engine cylinder-capacity is inferior or equal to 700 cc and at least FOUR when the engine capacity is superior to 700 cc.

Shall be counted as seats only those especially adjusted by the maker of the body for the sake of carrying the passengers, driver included.

The seats shall have the following minimum dimensions as indicated on the sketch below :

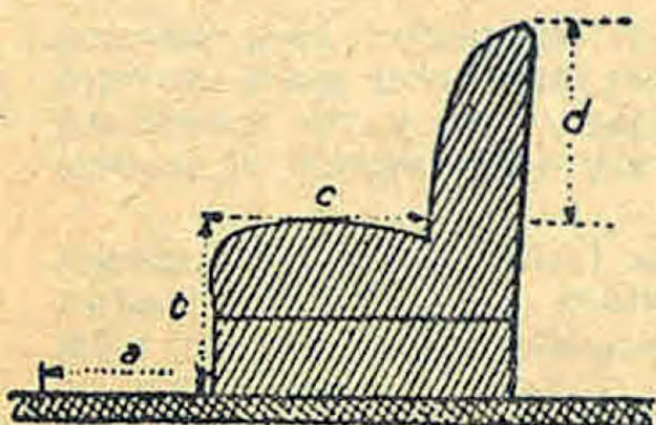


Fig. 1 (Scale : 1/25)

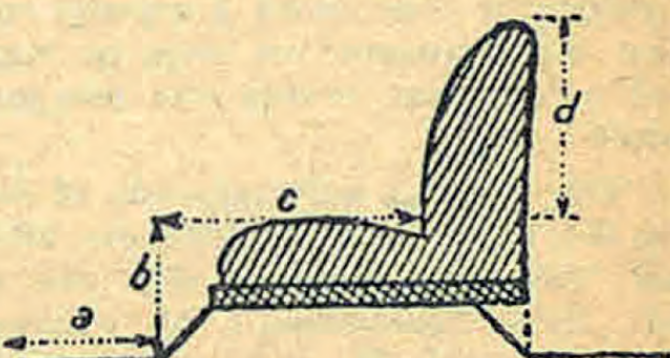


Fig. 2 (Scale : 1/25)



a Is always measured horizontally and parallel to the longitudinal axis of the chassis, between two vertical planes perpendicular to the longitudinal axis and delimiting from front to rear the open space on a level with the height where such measurement is taken.

For the driver's seat, a is measured at floor level, or at the bottom of any recess, from the vertical of the furthest pedal at rest.

For the passenger's seat a is measured 20 cm above floor level or the bottom of recesses if need be.

In the case of movable seats their position shall not be altered when measurements are taken.

b Is measured vertically from the rear end of a to the horizontal plane tangent to the highest part of the cushion, as shown on the sketch.

c Is measured in the horizontal plane defined above from the upper end of b, parallel to a and in the center of each seat, as far as the vertical plane perpendicular to the longitudinal axis of the chassis and tangent to the foremost point of the back of the seat.

Backs of seats shall have a minimum height of 30 cm, measured vertically from the rear end of c.

The coachwork must be planned in order to obtain :

$$a + b + c = 1,10 \text{ m. minimum.}$$

The minimum width for foot space (for each person) shall be 25 cm measured perpendicularly to the longitudinal axis of the chassis, at the vertical of the pedals.

Shall not be considered as a four-seater, cars offering inside the coachwork 2 normal seats and a back space provided for the transport of dogs or luggage, even if the dimensions of said space enable the temporary accomodation of passengers.

The normal arrangement of the front seats may be subject to all kinds of modifications intended to improve the comfort of the occupants of the car (transformation of the seats or their replacement by others) subject to there being no reduction of the number or of the comfort of the seats provided by the manufacturer.

260. **Minimum weight.** — The recognition form shall state the official weight of the considered model. This weight shall be obtained by taking the average of the actual weighing of five closed cars of the same model, selected at random and weighed in the following conditions: with the spare wheel provided by the manufacturer and with a tyre which is the same as those which are mounted on at least two wheels of the vehicle, with full oil tank, and full water tank (if such is the case) but without fuel, tools, luggage or anyone aboard.

When the weight is being checked by the scrutineers on the occasion of an event, a tolerance of minus 3 % as compared with the weight entered on the recognition form will be granted, whatever the cause of the reduced weight and provided it results from a lightning which is permissible according to the present regulations.

261. **Changes and additions authorized.** — No modifications and/or additions may be brought to a vehicle, as it is supplied by the manufacturer and described on the Recognition Form, whether they affect mechanical parts, material or aspect, internally as well as externally, beside those authorized under the present article.

Any modification and/or addition not explicitly authorized under the present article would entail the assignment of the car to another of the following groups-according to the nature and importance of modifications and/or additions-as defined in the present regulations, or its exclusion from the event, should there not be an applicable group in the supplementary regulations of the competition.

Any change and/or addition not specifically authorized by these regulations shall be the subject of a written statement by the entrant which will be appended to the application for entry, under pain of exclusion from the event or higher penalty in the case of wilful misrepresentation.

The following changes and/or additions are authorized :

- 1) **Lighting devices** : Make and number free provided they comply with the International Convention on Road Traffic
- 2) **Radiators and fuel tanks** : Any radiator and fuel tank of those provided by the manufacturer for the model considered

and mentioned in the maintenance booklet and on the Recognition Form may be used.

The use of radiators having a capacity superior to that of the radiator(s) provided by manufacturer may be authorized by the A.C.N. with the F.I.A. agreement, in the case of events organized under particular climatic conditions (on desertic courses for instance).

The addition of a radiator screen whether fixed or mobile regardless of its system of control, is authorized.

The location and type of filling port for the fuel tank are free even if the change in type and location entails a new aperture in the coachwork. In this case the number of ports may nevertheless not be increased and the said port(s) must be exterior to and separated from passengers compartment. It will rest with the Stewards to forbid the starting of a car that does not entirely satisfy them as regards safety in this connection.

Moreover the total capacity of main and additional tanks provided by the manufacturer and entered on the recognition form may in no case exceed the following limits :

Cars up to 700 cc. of engine cylinder capacity .....	60 L.
Cars from 700 cc. to 1000 cc. cylinder-capacity....	70 L.
Cars from 1000 cc. to 1300 cc. cylinder-capacity....	85 L.
Cars from 1300 cc. to 1600 cc. cylinder capacity....	100 L.
Cars from 1600 cc. to 2000 cc. cylinder capacity....	110 L.
Cars from 2000 cc. to 2500 cc. cylinder-capacity....	120 L.
Cars from 2500 cc. to 3000 cc. cylinder capacity....	130 L.
Cars from 3000 cc. to 5000 cc. cylinder capacity....	140 L.
Cars exceeding 5000 cc. of cylinder capacity.....	160 L.

These maximum cylinder capacities shall in any case be observed even in exceptional cases as provided under paragraph 2) of the present article.

3) **Air filter** : May be changed or removed.

4) **Carburettors** : The carburettor(s) normally supplied for the recognized model and described on the Recognition Form may not be changed or modified. The jets may however be changed and a hand control of starter substituted to the automatic one (or vice versa).

5) **Battery and generator** : The tension (voltage) of the

electrical equipment may not be changed. The make, type and capacity (amperage) of battery and generator are free as well as their attachment system provided the method for driving the generator and the location of battery are unchanged. By location of battery is meant the coachwork compartment in which the battery is originally mounted.

The replacement of the dynamo by an alternator is authorized provided the original system of attachment to the engine and the original support are preserved.

6) **Ignition coil, condenser and distributor** : Free, subject to the ignition system remaining the same as that provided by the manufacturer for the model concerned.

A spare coil or spare condenser may be set up anywhere provided the switching from main to spare cannot be controlled from the inside of the car.

The replacement of an automatic control of the ignition by a hand control (or vice versa) is authorized. A transistorized ignition is not allowed unless on the recognition form.

7) **Plugs** : Same number per cylinder as provided by the manufacturer. Make and type free.

8) **Petrol pump** : A mechanically controlled pump may be replaced by an electrically controlled one and vice versa.

The number of period pumps simultaneously coupled to the fuel feed system may be increased.

9) **Reboring** : Is authorized on condition not to exceed the original bore by more than 0.6 mm. Moreover the resulting increase in capacity must not be such as to make the car pass into the above class.

The make of pistons is free as well as their basic material, but they shall be identical (except for their inner ribs) to those provided by the manufacturer for the model considered and shall weigh at least the same.

In particular the shape of the head, the location of the piston pin, the number and type of rings may not be modified. The type of ring is defined by the function for which it is intended : top ring, compression ring or oil cutter ring.

When the engine has removable sleeves, the replacement of pistons is authorized in the same conditions as provided

hereabove, that of the sleeves is also permitted provided the replacement sleeves are identical to the original ones and in particular their basic material is the same. Moreover engines with removable sleeves shall enjoy the same reboring tolerance as provided for sleeveless engines.

10) **Muffler** : The make and type are free, provided the noisedeading efficiency is not affected and the original exhaust manifold and particularly its outlet port is not modified. By exhaust manifold is meant the part collecting together the gases from the individual exhaust ports.

11) **Transmission** : Any manually or automatically controlled gearbox and any axle ratio provided or supplied by the manufacturer for the model concerned, recognized and mentioned on the recognition form, may be used.

The replacement of the clutch pedal by an automatically controlled one, regardless of its system of operation, is authorized.

12) **Shock absorbers** : The make and type are free but neither their number nor their system of operation, nor their system of attachment, may be modified.

By system of operation is meant : hydraulic or friction shock-absorbers of the telescopic or lever type, regardless of the mechanical resultants of these different systems, such as, for instance, whether the device has a double-acting or a simple-acting effect, and in case of hydraulic shock-absorbers, whether there is or not an additional gas chamber.

13. **Wheels and rims** : Must be of a type provided by the manufacturer and specified on the recognition form. One basic series may comprehend wheels of different types (solid or perforated disc wheels, spoke wheels, etc...) and different rims.

But even though the recognition form mentions such differences, all four wheels must have the same diameter.

Whenever a spare wheel is provided by the manufacturer, such a spare wheel equipped with a tyre identical to any of the ones fitted on the car shall be carried in competition. This spare wheel and tyre shall occupy the position provided by the manufacturer and shall be securely fastened in that position.

Wheels may be balanced.

14) **Tyres** : The make and type are free but they must fit without any modification on the original wheel or rims without the need of any intermediary device.

15) **Brakes** : The fitting of a dual pump or any type of device providing both a simultaneous action on the four wheels and a divided action on the front and rear wheels is authorized.

The make and attachment system of linings are free, but no other change is authorized: particularly the dimensions of inner friction surfaces must remain unchanged.

16) **Supplementary accessories** : All accessories likely to improve the operation of the vehicle, the comfort of its passengers or safety are authorized, provided they have no influence whatsoever on the mechanical performance of engine, transmission, road holding and braking (except if explicitly authorized in this same article). None of the accessories normally mounted by the manufacturer on the model concerned may be removed.

17) **Coachwork elements** : The only elements of the coachwork which may be changed are the following : windscreen, door, quarter-light and rear windows, front-seats, steering-wheel. The only glass authorized when replacing those supplied by the manufacturer is safety glass to the exclusion of plastic material. Moreover the system for opening windows and its control device must be maintained as provided by the manufacturer. No other coachwork element may be removed or replaced except as provided hereafter under paragraph 18.

18). **Bumpers, embellishers, streamlining** : Bumpers are compulsory on all cars for which the manufacturer has normally provided them, when they are competing on open road.

For races on closed circuits the supplementary regulations may authorize or prescribe the removal of bumpers, failing which said bumpers must remain.

Wheel embellishers may be removed as may external coachwork embellishers with the exception of those surrounding lamps and the radiator grille and always on condition that no sharp corner or dangerous projection become exposed.

The addition of any protective device underneath the car is forbidden unless such a device is mentioned on the reco-

gnition form of the model in question or is authorized or made compulsory in the supplementary regulations.

### Chapter III

#### Group 2 - Improved touring cars

262. **General Specifications.** — All provisions of Chapter II concerning series Touring cars apply likewise to group 2 cars with the exception of 3rd paragraph of art. 257 concerning cars the building of which has been abandoned for more than 4 years.

263. **Changes and additions authorized.** — In addition to the 18 latitudes granted for cars of Group 1, the following changes and extra equipment are authorized for cars of group 2.

Any modifications and/or addition not explicitly authorized hereafter shall entail the exclusion of the car from Group 2 and its assignment to another of the following groups provided for in the present regulations or its exclusion from the event, should there not be an applicable group in the supplementary regulations of the competition.

Any change and/or addition not specifically authorized by these regulations shall be made the subject of a written statement appended by the competitor to his entry form under pain of exclusion from the event or a higher penalty in case of wilful misrepresentation.

The following changes and/or additions are authorized:

19) **Wheels:** May be of a different type than that or those supplied by the manufacturer provided the hub remains unchanged as well as the dimensions of the rim and of the track supplied and stated by the manufacturer.

Wheels, including their attachment system may be reinforced, even if this entails a change in the attachment system, the type of which must nevertheless remain unchanged.

20) **Reboring:** Authorized in the same conditions as for cars of Group 1 (see art. 261, § 9) but with a maximum tolerance of 1,2 mm.

21). **Stabilizer:** The fitting of commercial stabilizer is authorized.

**22 Oil-filter and cooler :** An oil-filter and/or, oil-cooler may be added when the model provided by the manufacturer has none.

**23. Carburettor :** The carburettor(s) provided by the manufacturer may be replaced by another (others) of a different diameter, provided :

- a) The number be the same as that provided by the manufacturer.
- b) They be of the same make and working principle in all details as that (or those) stated on the recognition form (number of bodies, of throttles, choke-tubes, jets, pumps, etc...)
- c) They mount directly on the inlet pipe of engine with no need of an intermediary device and using original attachments parts.

**24) Springs :** (valves, clutch, suspension, etc...). They may be replaced by other ones of unrestricted origin, but without modification of the number provided by the manufacturer and on condition they can be fitted without any alteration of the original supports.

**25) Pistons and camshaft(s) :** All modifications of pistons are permitted. Their shape may be altered and they may be replaced by others not provided by the manufacturer.

Camshaft(s) may be altered or replaced by other ones supplied or not by the manufacturer, subject to the maximum lift of the valves not exceeding that intended by the manufacturer and stated on the recognition form of the model concerned.

**26) Finishing off :** All perfecting operations by finishing or machining the original parts, but not their replacement, except with regard to springs, pistons and camshaft(s) as specified above under § 24 and 25. In other words provided it is always possible to ascertain unquestionably the origin of the series-production part, it may be rectified, balanced, lightened, reduced or modified with regard to the shape through tooling, to the exclusion of any addition of material or any mechanical extension or of any process involving a change of the characteristics of the molecular structure or of the surface of the metal.

The increase of the compression ratio through machining



of the cylinder head or block (or using a thinner gasket or removing it) is authorized.

27) **Braking**: The braking power may be increased subject to the system of operation provided by the manufacturer (drum brakes or disc-brakes) being maintained as well as the original supports.

By original supports are meant those on which are fixed the mobile parts (drums or discs) and also the attachment system of the elements bearing the friction parts (brake-shoes or pad-linings).

28) **Supplementary inside frame**: Any frame or extra-element of reinforcement fitted inside the original coachwork and meant to provide for the driver's safety in case of emergency is allowed under the following conditions:

- a) It shall not encroach on the volume occupied by the driver or any of the passengers.
- b) It shall in no way interfere with getting in to the seats and normally occupying them.
- c) It shall not, through its construction, reinforce the rigidity of the car structure to the point that it influences the road-holding qualities.
- d) The exact weight of the device shall be subject to a statement from the competitor, to be appended to the entry form.

264. **Ground clearance** (rule applying only to speed races) — The car with driver aboard and with fuel, oil and water tanks full must, be able to drive over, under its own power, a mass of 80 cm × 80 cm and 10 cm high.

## Chapter IV

### Group 3 - Grand Touring Cars.

265. - **Definition**. — Grand Touring Cars are vehicles built in small series for customers who are looking for a better performance and/or a maximum comfort and are not particularly concerned about economy

Such cars shall conform to a model defined in a catalogue and be offered to the customers by the regular sales department of the manufacturer. They must be recognized by the F.I.A. according to the provisions of article 265 below.

Shall on the other hand also be classed in group 3 (Grand Touring cars) Touring cars recognized in the Touring category, made of series production mechanical parts and not having been subject to any other changes or additions apart from those authorized according to art. 261 and 263 but equipped with a special coachwork.

By special coachwork is meant :

- a) either the original one as defined at art. 258 when it has been subject to any kind of alteration in shape or appearance (other than one due to a latitude granted under 261) or to an alteration of the material used by the manufacturer.
- b) or a coachwork without any relation with the original one and made especially either by the manufacturer or an independant builder to answer a private order.

In that case, two possibilities are to be examined :

1) If the frame is of self-bearing type, it shall be maintained and may be strengthened, but not lightened nor cut.

2) If the frame is not of self-bearing type, that is when the car has no frame or only a partial or insufficiently bearing one, the body may be changed as a whole, but shall under its new shape compulsory use the original attachment points on the series production elements of the suspension, propulsion and steering.

Shall also be classified in the same group 3, Touring cars equipped with their standard coachwork, but having been subject to changes or additions not authorized by art. 261 and 263 above and whose limits are stated hereafter under art. 274 b).

**266. Minimum production - Recognition.** — In order to enjoy recognition in the "Grand Touring" category, cars must have been produced at a minimum rate of one hundred identical units as far as mechanical parts and coachwork are concerned in 12 consecutive months. They shall be of a model

which is being produced or the production of which has not been finally given up for more than 4 years.

The word identical has the same meaning as defined under article 257, 4th paragraph. However, one same minimum series of 100 units may have two different carburettor equipments either in number or size or type (number of bodies). By equipment is meant the carburettor and venturi unit.

Moreover cars will have to comply with the specifications of articles 267 to 270 below.

**267. - Lock.** — The maximum lock shall be 6.75 m. which means that the car must be able to make a complete turn in any direction without the wheels going beyond two parallel lines 13.50 m. apart, drawn on the ground.

**268. - Starting.** — Grand touring cars shall have to be equipped with a starting device liable of being operated by the driver when aboard.

**269. Fuel tank.** — Grand touring cars shall have one of the fuel tanks provided by the manufacturer and the capacity of which shall be mentioned on the recognition form.

However the total capacity of fuel tanks (main and auxiliary) shall not exceed the maxima specified above, art. 261,2).

#### **270. Coachwork.**

##### **Minimum width — Number of seats**

Grand Touring cars shall be equipped with a coachwork enabling a normal touring use, in particular with regard to comfort, habitability and protection against bad weather.

Coachwork shall be completely finished without any provisional part. It shall offer at least two seats located on either side of the longitudinal axis of the car, and at the same level without prejudicing the normal system of adapting the seat to the size of the pilot.

The minimum inside width shall be 100 cm for cars with an engine cylinder capacity of 1000 cc or less, and 110 cm for cars of higher capacity. This width, measured perpendicularly to the longitudinal axis of the car must be respected along a minimum height of 25 cm and a minimum depth of 30 cm, measured on the vertical plane tangent to the back of the

steering wheel and the back of the seat (i. e. at the normal place where the pilot needs elbow-room).

The passenger's space shall remain available through the whole event. It shall be neither totally nor partly covered and shall offer the same conditions of comfort, habitability and protection as that of the driver. However, supplementary regulations may provide for the covering of the passenger's seat with canvass or any other similar supple material, which can be quickly removed by hand without the use of any tool. Under no condition whatever may the seat be used for a spare wheel or be combined with the fuel tank(s). The latter shall be located outside the cabin so as to protect its occupants from fumes and from direct fuel splashing.

Transmission equipment (shafts and cardan joints) shall be placed under the floor boards or in tubes or casings. Floor boards, tubes and casings shall be permanent fixtures, properly joined together and firmly fixed to the coachwork or the chassis.

With regard to the location of the seats in relation to the pedals it shall answer the minimum specifications of art. 259 for Touring cars. The height under the roof or hood measured from the lowest point of the upper surface of the driver's seat cushion used in competition shall be 85 cm minimum.

#### **Windshield — Windshield-Wiper — Protected Height**

A windshield is compulsory.

It shall be placed symetrically with regard to the axis of the vehicle and be equipped with at least one wiper placed in front of the driver and sweeping a sufficient area to enable him to distinctly observe the road from his seat.

Moreover, for cars with an open or convertible coachwork, the windshield shall comply with the following requirements:

Minimum width (chord measurement):

— 90 cm for cars with an engine capacity inferior or equal to 1.000 cc.

— 100 cm for cars with an engine capacity exceeding 1.000 cc.

Minimum height:

— 25 cm, measured vertically and maintained all along the whole minimum width.

Furthermore, the distance between the top edge of the windshield and the lowest point of the upper surface of the front seat cushions shall be 80 cm minimum measured vertically at all points of the minimum width specified above.

#### **Mudguard**

Mudguards shall be of permanent nature and firmly fixed.

They shall be placed exactly above the wheels and provide efficient covering on at least one third of their circumference.

The width of the mudguards shall be such that no part of the tyre may protrude beyond its edge when the wheels are not steered.

In those cars where mudguards are entirely or partly overhung by the body structure, the combination mudguards-body or the body alone shall nevertheless meet the above protection requirements.

The rear extremities of the front and rear mudguards shall come down at least to the horizontal plane passing through the center of the wheel hub cap.

Mudguards turning with the wheels are prohibited. They must be solid with the body, there being no gap between them.

**Hoods.** — Open or convertible cars shall be equipped with a hood fitting exactly and without any intermediary device to the windshield, the door, windows or side panels and the rear of the coachwork.

The hood may never interfere with the opening of the doors.

It shall offer a rear window the minimum dimensions of which are specified in the present article (see further on at 'rear window').

It may be used partially or permanently during the event, according to the provisions of the Supplementary Regulations.

The hood may be replaced by a removable hard top, but at scrutineering, cars must be shown with one of the devices fitted on.

**Doors.** — All vehicles shall be fitted with at least one rigid door on each side with closing device and hinges, giving direct access to seats. When open it shall liberate a space allowing for the frontal passage of a  $50 \times 30$  cm rectangle.

Vehicles with a front or rear door may have only one door.

Cars with closed or convertible coachwork shall have doors equipped with mobile security glass or transparent and rigid plastic material, providing ventilation, each window having a minimum width of 40 cm and a minimum height of 25 cm.

**Rear window.** — It shall let the light through a minimum width of 50 cm and a minimum vertical height (all along the whole minimum width) of 10 cm.

**Luggage trunk.** — A covered space being an integral part of the coachwork but outside of the space occupied by the frontseats, large enough to receive a parallelepiped of  $65 \times 40 \times 20$  cm minimum, besides the spare wheel, tools or the folded hood, shall be provided.

271. **Special coachwork.** — Open or closed special bodies built in supplement to those required for the recognition of the car according to art. 265 above shall be admitted if they meet the specifications of articles 264 a) and b) and 270 above and the weight of the vehicle remains at least equal to that of the corresponding recognized car with the same tolerance of minus 3% (not cumulated).

Once there is an existing series of 100 units built within 12 consecutive months, offering the standard body and duly recognized, no minimum of construction is further required for a special body, whether mounted by the manufacturer or by the entrant.

272. **Minimum weight.** — The weight of Grand Touring car shall be entered on the recognition form of the model under consideration. It shall be obtained in the conditions specified under art. 260 with a tolerance of 3% less than the weight entered on the recognition form.

273. **Modifications authorized.** — All additional equipment and modifications authorized for series production Touring cars (group 1) and Improved Touring cars (group 2) are authorized for Grand Touring cars (group 3), in particular all those listed in articles 261 and 263.

Any Grand Touring car with extra equipment or subject to any modifications not explicitly authorized may take part in a competition only in group 4, as defined here-after at art. 275, and subject to said group being provided in the supplementary regulations.

**N. B.** — Any alteration or addition not explicitly authorized here-above will make the vehicle uneligible in group 3 and will entail its assignment to group 4 (see art. 275 here-after).

Any change or addition not listed above and which has not been subject to a previous written statement of the entrant will entail a penalty which may go as far as exclusion from the competition without prejudice to higher penalties in case of wilful misrepresentation.

#### **274. Touring cars assimilated to Grand Touring.**

a) **Touring cars with special coachwork.** — Touring cars of a model recognized by the F.I.A. equipped with special coachwork, as defined in art. 270 above but in conformity with regard to mechanism with the series production model, except for changes and additions authorized according to art. 261 and 263, shall be assimilated to Grand Touring cars and may participate in events in group 3.

If the above cars are subject to changes and additions exceeding the limits provided under 261 and 263, they will be authorized to enter the events only in group 4 — Sports Cars — (see art. 275 below).

b) **Touring Cars with standard coachwork and special mechanical parts (previously called special Touring Cars).** — Shall also be assimilated to Grand Touring cars, Touring cars of an F.I.A. recognized model equipped with their original coachwork but which have been subject to alterations and additions other than those authorized according to art. 261 and 263, and made either by the manufacturer or the competitor, with the intention of increasing the performances and improving the conditions of use of the vehicle.

These alterations or additions may affect the mechanical parts of the engine, of the transmission, of the steering, of the suspension, the number of carburetors, the inlet and exhaust system, the braking system.

The re-boring of the engine whether sleeveless or fitted with sleeves, is authorized up to the limit of the class to which belongs the car according to its original cylinder-capacity. Furthermore, in consideration of the trend of technical evolution, and the necessity of increasing the safety of cars whose high performances had not been initially foreseen by manufacturer, the improvement of the braking may be sought without any obligation of maintaining the original system. Drum brakes may therefore be replaced by disk brakes.

However, the fundamentals and general design of the car, of the engine and other mechanical parts must remain the same as those of the corresponding series production car. The standard coachwork must not be modified, the chassis may be reinforced but not lightened nor cut. The track and wheel-base must remain unchanged. The suspension and rear axle must remain of same type. All casings and blocks housing the mechanical parts must remain unchanged, except for the following :

- 1) Cylinder-head
- 2) Oil sump
- 3) Braking system
- 4) Gear box and rear axle box, which may be subject to minor alterations to enable the modification of the gear-box ratios or the mounting of an overdrive.

The minimum weight must be that entered on the recognition form of the corresponding series production Touring car, but the tolerance granted when the weight is checked will be minus 10 % (instead of minus 3 %).

The addition of compressor, blower or any kind of super-charging device not provided for on the series production and not entered on the recognition form remains prohibited on cars of this group.

All changes or additions not authorized under art. 261 and 263 shall be the subject of a written statement from the competitor to be appended to the entry form sent to the promoters.

**N. B. —** Any omission or wrong information on the above mentioned statement will entail a sanction which may go as



far as excluding the car from the competition without prejudice to higher penalties in case of wilful misrepresentation.

## CHAPTER V

### Cars not complying with the above provisions

275. **Group 4 — Sports Cars.** — If the promoters of the events wish to accept the entry of other cars than those which are complying with the here above mentioned specifications for groups: 1, 2 and 3, they may contemplate a 4th group which will include:

1) All Touring and Grand Touring cars of a model recognized by the F.I.A., but not complying with the specifications required for classification in one of the groups from 1 to 3. In that case they must comply with the provisions of art. 266 to 270.

Cars deriving from a model recognized in the Touring category but assimilated to sportscars on account of alterations exceeding the limits consistent with classification in one of the 3 preceding groups are not however when they compete in regularity trials subject to the specifications of art. 266 (minimum ground clearance) nor of art. 267 (maximum lock).

2) All cars which are not of a recognized model but which comply with the specifications of Appendix C to the International Sporting Code.

276. **Cars belonging to none of the above categories or groups.** — Promoters are free to allow participation in an event of cars of any type and which do not correspond to any of the above categories or groups, such as for instance: military cars, buses, lorries, experimental cars in conformity neither with Appendix C, nor with Appendix J. etc.

They shall not however allow any of these cars to compete in any one of the 4 groups listed under art. 252.