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Annexe "J" au Code Sportif International

Classification, définition et spécifications des voitures

Appendix "J" to the International Sporting Code

Classification, definition and specifications of cars

Anhang "J" zum internationalen Automobil-Sportgesetz

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Appendix J

to the International Sporting Code 1971

Classification, definition and specifications of cars

Specifications in italics are interpretations or explanations given by the CSI since the introduction of the present Appendix "J" in 1966

TITLE I

CLASSIFICATION OF CARS

Art. 251.—Categories and groups: cars competing in events shall be distributed into the following categories and groups:

Category A: recognized production cars (numbers between brackets are those of the required minimum production in 12 consecutive months).

— Group 1 : series-production touring cars (5,000).
— Group 2 : special touring cars (1,000).
— Group 3 : series-production grand touring cars (1,000).
— Group 4 : special grand touring cars (500).
— Group 5 : sports cars (25).

Category B: experimental competition cars.
— Group 6 : prototype-sports cars.

Category C: racing cars.
— Group 7 : two-seater racing cars.
— Group 8 : formula racing cars.
— Group 9 : formula libre racing cars.

TITLE II

DEFINITIONS AND GENERAL PRESCRIPTIONS

Art. 252.—Definitions a) Recognized production cars: cars of which the series-production of a certain number of identical (see definition of this word hereafter) cars, has been completed within a certain period of time, and which are meant for the normal sale (see below) to the individual purchaser. This period of time is of 12 consecutive months. The checking of the existing minimum production enables the ACN to apply to the FIA for recognition (see this word below).

b) Experimental competition cars: cars which have nothing or which have no more to do with a series-production vehicle, either that only one of the type has been built, or that the number of units which has been built is inferior to what is required for the group for which the minimum number of units annually produced is the smallest, or that although they originate from a series-production car, they have been modified or equipped with new accessories to the point that their series-production nature has been lost.

c) Racing cars: cars manufactured solely for speed races on a circuit or a

closed course. These cars are generally defined by the international racing formulae the specifications of which are fixed by the FIA for a certain period of time. Racing cars not being defined by any international formula are said to be "formule libre" and their specifications must in that case be set out in the supplementary regulations of the event.

d) Identical: by "identical" cars are meant cars belonging to one and the same fabrication series and which have the same coachwork (outside and inside), same mechanical components and same chassis (even though this chassis may be amalgamated with the coachwork in case of a unitary construction).

"Mechanical components" include all parts for the propulsion, suspension, steering and braking system and all accessories whether moving or not which are necessary for their normal functioning (such as for instance, electric accessories).

By chassis is meant the structure of the car which holds mechanical components and coachwork together, and includes any structural part which is located below the horizontal plane passing through the centre of the wheel hubs.

e) Minimum production: this minimum production, different for each group of cars, applies to cars which are identical, the manufacturing of which has been fully completed within a period of 12 consecutive months.

By "minimum series" should be understood only a number of entirely finished cars, eg, cars in running condition and ready for delivery to the purchasers.

f) Normal sale: means the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer.

g) Recognition: is the official certification made by the FIA that a minimum number of cars of a specific model has been made on series-production terms to justify classification in group 1, 2, 3, 4, or 5 of these regulations. Application for recognition shall be submitted to the FIA by the ACN of the country in which the vehicle is manufactured and shall entail the drawing up of a recognition form (see below). It must be established in accordance with the special regulations, called "Regulations for Recognition", laid down by the FIA, and a manufacturer wishing to obtain the recognition of his model(s) must undertake to abide by their prescriptions. Recognition will only be granted to car-models which were still in production on 1st January 1969 or the production of which was started after that date. Recognition of a series-produced car will become void 4 years after the date on which the series-production of the said model has been stopped.

Recognition of a model may only be valid for one group. The transferring of a previously recognized model from one group to another will therefore nullify the effect of the said previous recognition.

Definitive abandonment of the series-production

The series production is regarded as completely stopped if the monthly rate has decreased for more than four consecutive months to below 1/12th of the minimum figure required by the Appendix "J" for the minimum production of the group in which the model is recognized.

Definition of the term "model of car"

By "model of car" is meant all the cars belonging to a production series distinguishable by a specific conception and specific external general lines of the coachwork, and by an identical mechanical conception of the engine and the transmission to the wheels.

A model of car may exist in several variants (for example, different power or engine cylinder-capacity), which may possibly be the subject of separate recognitions.

However, taking the Art. 252g as a basis, it must be pointed out that, if the Sub-Commission for Recognitions has the possibility, for practical reasons, to authorize the recognition of certain variants of a same car-model in different Groups of cars, the principle of a simultaneous recognition of variants of a same model in Groups 1 and 2 (Touring Cars) on the one hand, and in Groups 3, 4 and 5 (Grand Touring and Sport) on the other hand, remains forbidden.

h) Recognition forms: all cars recognized by the FIA shall be the subject of a descriptive form called recognition form on which shall be entered all data enabling identification of the said model.

To this effect only the standard recognition forms and standard additional form for "normal evolution of the type" and "variant" approved by the FIA shall be used by all ACNs.

The production of the forms at scrutineering and/or at the start may be required by the promoters who will be entitled to refuse the participation of the entrant in the event in case of non-production.

In case of any doubt remaining after the checking of a model of car against its recognition form, the scrutineers would have to refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

It will rest with the competitor to obtain the recognition form and, if need be, the additional forms concerning his car, from the ACN of the manufacturing country of the vehicle.

Whenever the scrutinizing of a car shows the complete compliance of it with its recognition form, inasmuch as is required for the group in which it is admitted, there is no need to worry about its year of fabrication.

Therefore, the chassis and engine numbers which may be mentioned on the recognition form are not to be taken into consideration.

i) Cylinder-capacity classes: the cars shall be distributed into the following 13 classes, according to their cylinder-capacity:

1.	Cylinder-capacity inferior or equal to 500 cc								
2.	Cylinder-capacity exceeding		500 cc	and inferior or equal to					600 cc
3.	"	"	600 cc	"	"	"	"	"	700 cc
4.	"	"	700 cc	"	"	"	"	"	850 cc
5.	"	"	850 cc	"	"	"	"	"	1,000 cc
6.	"	"	1,000 cc	"	"	"	"	"	1,150 cc
7.	"	"	1,150 cc	"	"	"	"	"	1,300 cc
8.	"	"	1,300 cc	"	"	"	"	"	1,600 cc
9.	"	"	1,600 cc	"	"	"	"	"	2,000 cc
10.	"	"	2,000 cc	"	"	"	"	"	2,500 cc
11.	"	"	2,500 cc	"	"	"	"	"	3,000 cc
12.	"	"	3,000 cc	"	"	"	"	"	5,000 cc
13.	"	"	5,000 cc						

Regulations intended for specific events may provide one or several sub-divisions of class 13. There shall be no sub-division of the other classes.

The above mentioned classification will apply only to non-supercharged engines.

Unless otherwise specified in special provisions set up by the FIA for a certain category of events, the organizers are not bound to include all the above mentioned classes in the supplementary regulations, and, furthermore they are free to group two or more consecutive classes, according to the particular circumstances of their events.

j) Formulae of equivalence between reciprocating piston engines and special engines.

Rotary piston engines: cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working-chamber.

Turbine engines: cars propelled by a turbine engine will be admitted on the basis of a formula of equivalence with regard to alternating piston engines. This formula is the following:

$$A = \frac{C \times 0.09625}{(3.10 \times R) - 7.63}$$

A = High-pressure nozzle area—expressed in square centimetres by which is meant the area of the air-flow at the exit from the stator blades (or at the exit from the first stage if the stator has several stages). Measurement is done by taking the minimum area between the fixed blades of the high pressure turbine first stage. In cases where the first stage turbine stator blades are adjustable, they will open to their greatest extent to present the greatest area for the determination of area "A".

The area of the high pressure nozzle is thus the product—expressed in square centimetres—of height by width and by the number of vane spaces.

C = Cylinder-capacity of reciprocating piston engine expressed in cubic centimetres.

R = The pressure ratio i.e. the ratio of the compressor of the turbine engine. This pressure ratio is obtained by multiplying together a value for each stage of the compressor, as indicated hereafter:

Subsonic axial compressor = 1.15 per stage.

Trans-sonic axial compressor = 1.5 per stage.

Radial compressor = 4.25 per stage.

Thus a compressor with one radial and six axial stages will be designated to have a pressure ratio of:

$4.25 \times 1.15 \times 1.15 \times 1.15 \times 1.15 \times 1.15 \times 1.15$ or 4.25×1.15^6.

The CSI reserve their right to modify the basis of comparison established between conventional type engines and new type engines, while giving a previous notice of one year to start from January 1st, following the date on which the decision was made.

k) Supercharging: if the engine of a car includes a separate device used for supercharging it, the nominal cylinder-capacity will be multiplied by 1.4 and the car will pass into the class corresponding to the fictive volume thus obtained. The new cylinder-capacity of the car shall always be considered as the real one. This shall particularly be the case for assigning the car to its cylinder-capacity class, and the car will be treated in all respects as if its cylinder-capacity thus increased was its real capacity. Especially in regard to its classification per cylinder-capacity class, its inside dimensions, its minimum number of seats, etc.

A dynamic air inlet for ducting the air from the atmosphere into the engine intake will not be considered as a supercharging device.

l) Coachwork: by coachwork is meant:

— externally: all parts of the car licked by the air-stream and situated above a plane passing through the centre of the wheel hubs.

— internally: all visible parts of the passenger compartment.

Coachworks are differentiated as follows:

1) completely closed coachworks,
2) completely open coachworks,
3) convertible coachworks: with a hood in either supple (drop-head) or rigid (hard-top) material.

Coachworks of one same minimum series shall be identical with the only exception of a "sun roof".

However, if a model has its coachwork equipped with a specific number of doors and has been recognized on the basis of a given minimum series, similar recognition may be granted to another coachwork with a different number of doors when its minimum production reaches 50% of the figure necessary for recognition of the basic series, providing that both models have the following common characteristics:

1) a coachwork of similar shape, i.e. of which the general appearance is basically the same and which has not been modified beyond what is necessary to change from a four door version to a two door version (or vice-versa);
2) exactly identical mechanical parts;
3) the same wheelbase, track and number of seats;
4) at least the same weight;
5) an FIA decision to recognize this variant coachwork and to draw up an additional "variant" recognition form.

As far as convertible cars are concerned, these must comply in all respects with the specifications applying to closed cars if they run an event under this form, or with the specifications concerning open cars if they run with the hood down or the hardtop removed.

m) Use of aerodynamic devices on cars of groups 5, 6, 7 and international racing formulae: in interpreting Art 252(l), shall definitely be considered as coachwork all external parts of the car which extend above the highest point of either the front or rear wheels (with tyres) with the exception of units definitely associated with the functioning of the engine or transmission and the anti-roll bar.

Any specific part of the car which has an aerodynamic influence on the stability of the vehicle must be mounted on the entirely sprung part of the car and shall be firmly fixed whilst the car is in motion.

Neither the safety roll bar, nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating a vertical thrust.

All external projections swinging in a horizontal plane shall have a minimum radius of 1.5 cm. The leading edge of any aerofoil fixed to the front of the car shall not be sharp.

n) Minimum weight: is the real minimum weight of the empty car (without persons or luggage aboard) fully equipped and ready for delivery to the purchaser. It shall consequently include a spare-wheel equipped with a tyre similar to those mounted on at least 2 of the 4 wheels, and all the accessories normally mounted on the least expensive model of the series concerned being removed, except for the normally supplied repair kit (jack, tool-kit). All liquid tanks (of lubrication, cooling system, braking, heating system, if need be), except for the fuel tank, must be full.

The minimum weight of the car mentioned on the recognition form shall be

strictly respected. Any lightening of the car by removal or replacement of parts, aiming at reducing its weight, is prohibited.

Art. 253.—Prescriptions common to all cars of categories A and B.

a) Chassis, ground-clearance, steering lock: the car, supplied with enough fuel for starting the event, its oil and water tanks full, must be able to drive over—under the power of its engine and with its driver at the steering-wheel—a mass of 80×80 cm and 10 cm high.

The maximum steering radius shall be 6.75 m which means that the car must be able to make a complete turn in both directions without the wheels going beyond two parallel lines drawn on the ground 13.50 m apart.

b) Coachwork: minimum inside dimensions and minimum number of seats: cars shall be equipped with a minimum of two seats or a minimum of four seats according to the group in which they seek recognition and, within a same group, according to their engine cylinder-capacity.

For each group specified in these regulations, the minimum number of seats is listed hereafter and the minimum inside dimensions for both cases are indicated in the following paragraphs.

1st case (see diagram 1): car equipped with 4 or (more) seats.

The height at the front (B) is measured between the lowest point of the front seat cushion compressed by a standard mass of 60 kgs (see diagram 2) and the ceiling (the padding if any, may be compressed). Should the backrest of the front seat(s) be inclined backwards, the protected height must also be measured at the same angle as the inclination of the backrest.

— If the front seats are separate, the measurement is made in the middle of the two seats. In case of adjustable front seats, the seats will be placed in medium position.

— If there is a common front seat, the measurement is made at 25 cm from the centre line of the car.

The height at the back (D) is measured between the cushion of the rear seat, compressed by the standard mass, and the ceiling (the padding, if any, may be compressed) at 25 cm from the centre line of the car. Should the backrest of the rear seat be inclined backwards, the protected height must also be measured at the same angle as the inclination of the backrest.

The width over the front seats (C) is measured along the vertical plane passing through the centre of the standard mass, 30 cm above the compressed seat, and between the upper strip of each front door.

The width over the back seats (E) is measured along the vertical plane passing through the centre of the standard mass, 30 cm above the compressed seat and between the upper strip of each back door, or at the same height as for the front seats when there are no rear doors.

NB: Definition of the width C and E as from 1st January 1972.

The two above paragraphs will be modified as follows as from 1st January 1972:

The width over the front seats (C) is measured along the vertical plane passing through the centre of the standard mass placed on the seat. The width must be freely maintained over a height of at least 25 cm.

The width over the rear seats (E) is measured along the vertical plane passing through the centre of the standard mass. The width must be freely maintained over a height of at least 25 cm.

The minimum dimensions (in centimetres) are the following:

Cylinder-capacity	B	C	D	E
Up to 700 cc	85	100		
From 700 to 2,000 cc	85	110	85	110
Over 2,000 cc	90	120	85	120

Moreover, in order to be considered as a four-seater, a model must fulfil certain conditions regarding its rear-seating capacity. These conditions are the following (see diagram 3):

1.— l must be at least 90% of L;
m must be at least 85% of M;
p must be at least 80% of k+m.

NB: This measure p will be raised to 85% of k+m as from 1st January 1972.

2.— k must measure at least 15 cm and the minimum measures for the foot-space of the rear passengers must be: 32 cm long, 5 cm high and (for each one of the two passengers) 25 cm wide.

3.— the space available for the rear passengers must meet the following condition: k+l+m=95 cm minimum.

4.— cars in which the back of the rear seat(s) is inclined forward beyond the vertical cannot be considered as four-seaters.

The measuring of the above dimensions must be carried out under the following conditions:

— the front seat, if adjustable, must be placed in its normal driving position, i.e.: K+L+M must measure at least 120 cm.

— if the front or rear seats have reclining backrests (by means of either a mechanical device or chocks), these should be set at an inclination of 15° backwards.

— K is measured horizontally from the brake pedal (at rest) to the foremost point of the front seat; k is measured horizontally at a height equal to l from the back of the front seat to the foremost point of the rear seat.

L and l are measured vertically from the highest point of the cushion of the seat to the floor of the car. At the front L must be measured at the usual resting-place of the driver's heels.

M and m are measured horizontally from the foremost point of the seat to the backrest to be measured at a height of L (l).

Two specific cases must be distinguished:

1) bucket-seats: the measuring must be taken on the centre line of each seat.

2) common seat: measuring must be carried out at 25 cm from the longitudinal axis of the vehicle.

However, for the rear seat(s) measuring must be made in the same vertical plane as for the front seats.

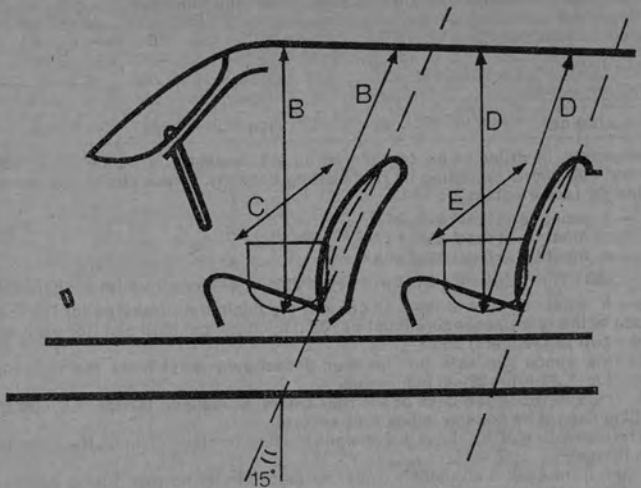
p is measured (in the same vertical plane as m) horizontally from the rearmost point of the backrest of the front seat to the backrest of the rear seat.

The seating cushion, if adjustable in height, must be fixed at half the adjusting range.

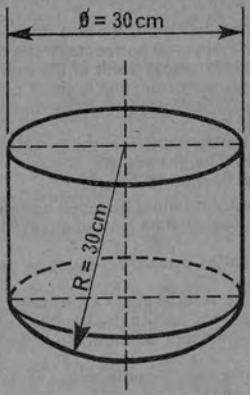
For the above-mentioned measurements, seats must not be occupied.

Definition of the term "seat"

— By seat is meant the two surfaces constituting the seating cushion and the seat back or backrest.

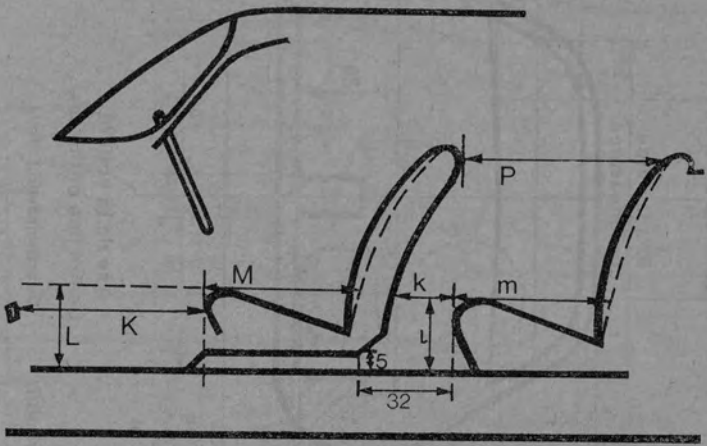


Dessin/drawing No. 1



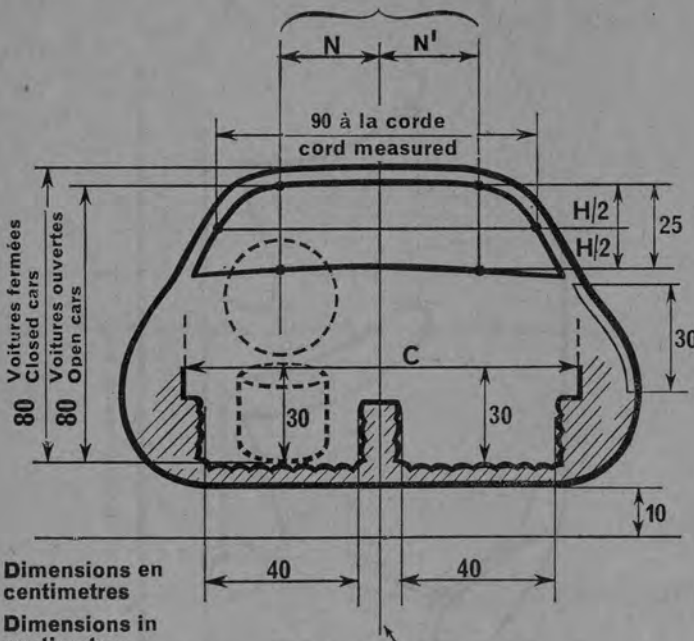
Weight/tare = 60 kgs ± 200 grms.

Dessin/drawing No. 2



Dessin/drawing No. 3

Largeur sur laquelle la "hauteur protégée" doit être maintenue
Width where the "protected height" must be maintained

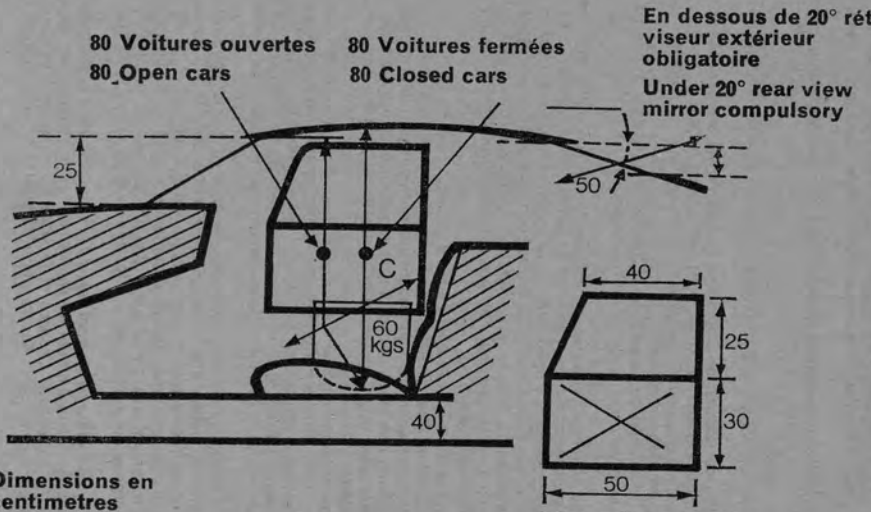


$N = N^1$

$N + N^1 = 45$ cm min

Dessin/drawing No. 4

	0-700 cc	700-2,000 cc	2,000+ cc
C	100	110	120



Dimensions en centimetres

Dimensions in centimetres

Dimensions portière

Door dimensions

Dessin/drawing No. 5

— By seat-back or backrest is meant the surface measured upwards from the bottom of the spine of a person normally seated.

— By seating cushion is meant the surface measured forwards from the bottom of the spine of the same person.

These two main parts of the seat must form an homogengous construction and be entirely covered with upholstery (for example, in natural or synthetical textiles).

When examining a specific car, the rear space reserved for passengers can only be considered as complying with the term "seat" if it offers comfort similar to that of the front seat, ie, the upholstery on it must have approximately the same thickness and the same flexibility as that of the front seats, or, in practical terms: during the measurement, the standard mass (60kg) must compress the seating cushion on the rear to approximately the same extent as on the front seats.

2nd case (see diagrams 4 and 5): cars with a minimum of 2 seats.

The two seats must be distributed equally on either side of the longitudinal centre-line of the car and at the same level, regardless of their normal play for adjusting them to the size of the driver. The location provided for placing or housing the seats must have a minimum width of 40 cm maintained all along the depth of the seat.

The "protected height" shall be at least 80 cm measured from the cushion of the seat compressed by the standard mass (see diagram 2) to the ceiling (any existing padding being compressed) in cars with closed coachwork and 80 cm from the surface of the seat compressed by the standard mass (see diagram 2) to the upper edge of the windscreen (measured vertically through the centre of the standard mass) in case of open cars.

The minimum interior width over the front seats (see measurement C) shall be of 100 cm in cars with a cylinder-capacity inferior or equal to 700 cc, 110 cm in cars with a cylinder-capacity from 700 cc to 2,000 cc and 120 cm in cars with a cylinder-capacity exceeding 2,000 cc. The minimum width of foot-space (for each person) must be at least 25 cm measured perpendicularly to the centreline of the car, plumb with the pedals.

The passenger's compartment and seat shall remain free throughout the competition and shall not be encroached upon by any element or equipment of the car except when Appendix J specifically provides otherwise. The passenger's compartment and seat of open cars shall not be covered by means of a tonneau cover of any type.

NB: As from 1st January 1972, the following additional paragraph will come into effect:

The distance between the lengthwise centre-lines of the two seats should not be inferior to 50 cm. In case the two centre-lines should not be parallel, measurement should be done from the hollow of the seats.

c) Windshield—Windshield wiper: a windshield made of safety glass is compulsory. In all production cars it shall be made of the material originally provided by the manufacturer. It shall be equipped with at least one automatic wiper sweeping a sufficient area to enable the driver to distinctly see the road from his seat.

The windshield shall comply with the following requirements:

1) be placed symmetrically with regard to the centre-line of the car;
2) have a minimum height of 25 cm, maintained between two points symmetrically placed with regard to the centre-line of the car and of which one is determined by the vertical line passing through the centre of the steering-wheel. There must furthermore be at least 45 cm between the two said points (measure raised to 60 cm as from 1st January 1972);

3) have a minimum width of 90 cm; cord measured at half its vertical height (measure raised to 100 cm as from 1st January 1972).

Shall be considered as being the windshield, only the glass area through which one has an entirely free vision towards the front, without being limited by any outside opaque projection apart from the bulge of the mudguards which cover the front wheels.

d) Mudguards: shall be of permanent nature and firmly fixed.

They shall project over the wheels and provide efficient covering of at least one third of their circumference, and at least the width of the tyre.

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.

Mudguards must be solid with the body, there being no gap between them.

e) Hood: 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 not interfere with the opening of the doors. It shall include a rear window, the minimum dimensions of which are specified in the present article (see below "rear view").

It must be capable of being used during all or part of the event. The supplementary regulations may specify in which state convertible body cars must run (as closed cars or open cars, otherwise it shall be at the discretion of the entrant) but the hood if not fitted on the car must always remain aboard the car during the whole of the event. The hood may be replaced by a hard top subject to the same conditions as for a hood.

f) Doors: all vehicles shall be fitted with at least one rigid door on each side, with closing devices and hinges which may not be located on the rear-door post, nor on the door-sill. The dimensions of the lower door panel (the part which is normally opaque) must be such as to allow a rectangle of at least 50 cm wide and 30 cm high being inserted in it. The corners of this rectangle may be rounded to a maximum radius of 15 cm. Cars with sliding-doors will not be allowed unless they include a safety system enabling a quick and easy evacuation of the car's occupants in case of an accident.

Cars with closed or convertible coachwork shall have doors equipped with moveable windows of the material provided by the manufacturer for the considered model, liable to be opened over at least one third of their surface in order to provide for ventilation, each window having a minimum width of 40 cm and a minimum height of 25 cm.

When opened, the doors must give free access to the seats. They must be made in such a way that they never restrict the lateral view of the driver.

By door should be understood the part of the coachwork opening to give access to the seats.

g) Rear view: this shall be provided by an inside mirror commanding a rear window measuring at least 10 cm vertically maintained along a width of at least 50 cm. However, if the straight line connecting the upper and lower edges of the rear window opening makes an angle inferior to 20° with the horizontal, when the car complies with the same specifications as those required for checking the ground-clearance (see art. 253), the rear view must be efficiently obtained by other means (two outside mirrors or any other system of equivalent efficiency).

h) Luggage trunk: a covered space shall be provided which is an integral part of the coachwork but outside the space occupied by the passenger seats.

This space shall be such as to enable to carry without special difficulty a number of suit-cases, sheltered from rain or dirt which varies according to the cylinder-capacity of the engine equipping the car (see below), of the following minimum dimensions: 60 cm × 40 cm × 20 cm.
Cylinder-capacity inferior or equal to 2,000 cc: 1 suit-case,
Cylinder-capacity superior to 2,000 cc: 2 suit-cases.
However, in cars having inside dimensions which are inferior to the minima laid down in article 253 b to allow classification as a four-seater, but which contain a compartment behind the front seats liable to receive passengers, this compartment may be taken into account as luggage space whether or not it has been equipped for this purpose but without modifying any of the original parts.

i) Starting: cars must be equipped with a device and its source of power for automatically starting the engine and able to be actuated by the driver sitting at the wheel.

j) Fuel tanks: the total capacity of the fuel tanks (main and additional) must not exceed the following limits:

Cars up to	700 cc of engine cylinder-capacity	:	60 l.
Cars from	700 cc to 1,000 cc cylinder-capacity	:	70 l.
" "	1,000 cc to 1,300 cc " "	:	80 l.
" "	1,300 cc to 1,600 cc " "	:	90 l.
" "	1,600 cc to 2,000 cc " "	:	100 l.
Cars from	2,000 cc to 2,500 cc " "	:	110 l.
Cars over	2,500 cc " "	:	120 l.

Will be considered as a fuel tank any container holding fuel which can flow out by any method either to the main-tank or directly to the engine.
The filling-port(s) (and vents) of each tank must always be outside the passenger-compartment and be entirely leak-proof.

Safety type fuel tanks

The FIA has followed with great interest the introduction on the car accessory market of safety type fuel tanks, generally in the form of a tank in normal sheet steel with a layer of rubber inside (so called "bladder" type tanks) but sometimes also entirely made of synthetic material.

In order to promote the use of these tanks which are a considerable improvement in the drivers' safety, and to avoid any kind of administrative complications (conformity of the cars with their recognition forms, etc.), the use of safety type fuel tanks will be allowed and even recommended for all groups of cars of Appendix J and in all motor sport events.

Nevertheless, for cars of groups 1 and 3 of Appendix J, the fitting of safety tanks will be allowed only if the manufacturer of the car has recognized them as such and provided they do not exceed the capacity of the original tanks as stated on the recognition form.

Location of fuel tanks: *The emplacement foreseen by the manufacturer for the fuel tank(s) and the feeding system towards the engine, constitutes one of the principles of series-production, and this implies that no change can be made, unless an authorization is explicitly stated in Appendix J.*

However, a derogation to the above rule shall be made for cars in which the manufacturer has placed the fuel tank inside the passenger compartment, and close to the occupants.

In this specific case, and for the sake of safety, it will be possible, whatever the group of cars, to mount a leak-proof protective barrier between the tank and the passengers,

or to change the place of the tank and, if necessary, its accessory parts (filling port, petrol pump, outlet tube).

k) Spare-wheels: all cars shall be equipped with at least one spare wheel with its tyre occupying the position provided for by the manufacturer which may not encroach upon the space provided for luggage.

The spare wheel must be equipped with a tyre of the same dimensions as those fitted on at least two wheels of the car.

l) Silencer (muffler) and exhaust system: even when the specific provisions for a group allow replacement of the original muffler, cars competing in an open road event shall always be equipped with an exhaust muffler complying with the road regulations of the country(ies) through which the event is run.

For events run exclusively on closed circuits, the supplementary regulations may authorize modification, replacement or removal of the exhaust muffler.

The outlet pipes of the muffler shall be directed either rearwards or sideways. If the outlet pipes are pointing rearwards, their orifices shall be placed at a height neither superior to 45 cm nor below 10 cm; they shall not protrude by more than 15 cm beyond the overall length of the car. If the exhaust pipes are directed sideways, their orifices must be located aft of a vertical line passing through the wheelbase centre and may not project in any way beyond side of the coachwork. Adequate protection shall be provided in order to prevent heated pipes from causing burns.

m) Safety devices: for all cars competing in events entered on the FIA International Sporting Calendar:

- a supplementary locking device for engine bonnet, boot lid, and any other important objects carried on board of the vehicle, such as spare wheel, tool set, etc;
- a supplementary protection of all fuel pipes and brake lines outside the coachwork against any risk of damage (stones, corrosion, breaking of mechanical pieces, etc) and inside the cockpit against any risk of fire (fuel pipes only);
- anchor fittings for safety harness;
- a windscreen of safety glass of the laminated type;
- during the event, the car shall carry a dry chemical fire-extinguisher of at least 1 kg capacity. It may be located in the space provided for the passenger.
- the fitting of a safety roll-bar or cage in compliance with the following prescriptions.

Cars of Groups 1 to 4

It is compulsory to fit a safety roll-bar or cage for all speed events (circuits or hill-climbs).

For regularity events (rallies), the fitting is compulsory for special cars (Groups 2 and 4), and optional for series-production cars (Groups 1 and 3). However, should the organizers of a rally deem that the driving conditions during their event are comparable to those of a speed event, they are entitled to prescribe the compulsory fitting of a safety roll-bar or cage, even for cars of Groups 1 and 3. This obligation must, in that case, be clearly mentioned in the Supplementary Regulations of the event.

The attention of racing drivers is drawn to the fact that a safety roll-bar can be efficient only if the driver is firmly maintained in his seat by a safety harness. In the opposite case, the safety roll-bar, instead of protecting the driver, constitutes a dangerous obstacle inside the passenger compartment.

The exact weight of the device shall be subject to a statement from the competitor, to be appended to the entry form. This weight must be added to that indicated for the vehicle on the recognition form.

Closed Cars

As a general rule, the safety cage must be made of two main hoops, one behind the front seats and one following the windscreen pillars.

However, for practical reasons, the fitting of such a cage is made compulsory only for cars of which the weight declared on the recognition sheet is superior to 1,200 kg. For the cars under 1,200 kg the windscreen hoop is not compulsory. The general designing must comply with drawings 6 and 7.

The safety roll-bar or cage must be conceived in such a way as not to obstruct the access of the front seats and not to encroach on the space provided for the driver and its passenger. On another hand, it is allowed that the elements of the roll-bar or cage encroach on the space of the rear passengers, and pass through the upholstery or the rear seat(s).

The main roll-bar hoop(s) must be placed as near as possible to the roof in order to limit its crushing in the event of a somersault.

Attachment of safety roll-bars on the chassis

The attachment points of the struts of the main roll-bar hoop(s) on the chassis must be locally reinforced by means of a steel-plate—2 mm thick at least—welded on the shell, with a prolongation along a vertical member of the chassis (for example: door pillar—see drawing 8). The total surface of this plate must be of 35 sq cm at least, of which a third at least ensures the connecting with the vertical chassis-member. The fixing of the main roll-bar hoop(s) must be realized with at least 3 bolts and nuts—diameter: at least 8 mm—with hexagonal head. The attachment plate integrated to the roll-bar struts shall have the same thickness as the wall of the tube on which it is fixed.

When the roll-bar rests on a box-member, the latter must be locally reinforced by a structure constituted of either welded bolts or welded tubing ends (see drawing 9).

Removable connections

In case removable connections are used in the roll-bar construction, they must comply with a type approved by the FIA.

Are approved up to now: a tapered connection and a twin lug connection with axis working under double shearing conditions and a muff-connection complying with drawings 10, 11 and 12.

The twin lug connection may however be used only for longitudinal brace-rods and not for the basic frame of the roll-bar(s).

Waiver

If, owing to the original conception of the car, it is not possible to fit a safety roll-bar with the regular implantation and structure, the manufacturer may indicate a variant on the recognition sheet and submit it to the CSI for approval.

Open Cars

Conception and realization identical to those prescribed for closed cars. Moreover, the main hoop behind the front seats must be symmetrical about the lengthwise centre-line of the car and comply with the following figures (see drawing 14):

Height: the top of the roll-bar must be at least 5 cms (2") over the helmet of the driver normally sat at his wheel.

Width: measured on the inside of the vertical struts of the roll-bar; there must be at least 20 cms (8") measured at 60 cms (23") above the driver's and passenger's seats (on the line perpendicular to the driver's vertebrae from the lengthwise centre-line to the outside).

Lengthwise location: the lengthwise distance between the top of the roll-bar and the helmet of the driver normally sitting at his steering wheel must not exceed 25 cm.

Will also be considered as open cars, cars which have no structural parts between the upper part of the windshield framework and that of the rear window, if any.

Specifications of the tubes utilized

	Closed Cars		Open Cars	
	<1200 kg	≥1200 kg	<1200 kg	≥1200 kg
	Ext. ø × Thickness			
Cold drawn seamless carbon steel E~30 daN	ø 38 × 2,6	ø 48,3 × 2,6	ø 44,5 × 2,6	ø 57 × 2,9
Alloy steel type 25 CD4 SAE 4125 etc E~50 daN	ø 33,7 × 2,3	ø 42,4 × 2,6	ø 38 × 2,6	ø 48,3 × 2,6

These dimension figures represent in mm the minimum figures admissible. They correspond to standardized tubes (International standards ISO R 64).

In the case of cars weighing more than 1200 kg, the dimension figures prescribed for cars weighing less than 1200 kg may be used for tubular elements other than the main hoop located behind the front seats.

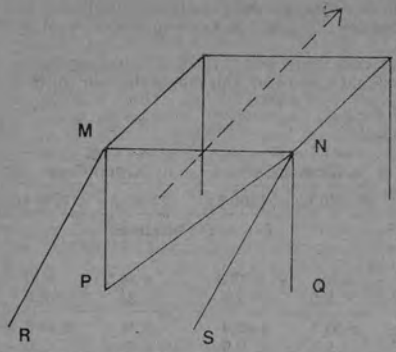
Cars of Groups 5 and 6 (open and closed)

Compulsory fitting, for speed events as well as for rallies. Manufacturing of roll-bars, in conformity with the following table and drawings 13 and 14. (International Standards ISO R 64 except for ø 35 × 2), and to previous specifications concerning the removable connections and the general considerations of Art. 296 n.

However, recognized and traditional manufacturers may also present a roll-bar of free conception as regards the material used, the dimensions of the tubes and the implantation of the braces, providing that the construction is certified to withstand stress minima given for Formulae cars, ie, 7.5 G vertically, 1.5 G laterally, and 5.5 G lengthwise, in both directions (see Art. 296 n).

	Closed and Open Cars	
	<700 kg	≥700 kg
Cold drawn seamless carbon steel E~30 daN	ø 42,4 × 2,6	ø 48,3 × 2,6
Alloy Steel type 25 CD4 SAE 4125 etc E~50 daN	ø 35 × 2	ø 42,4 × 2,6

n) General circuit breaker: all cars participating in speed races on closed circuits or in hill-climbs must be equipped with a general electric circuit breaker,



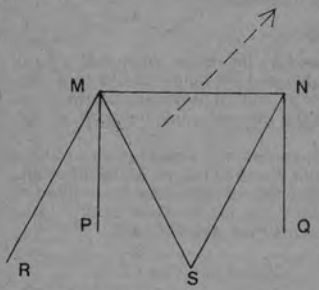
Dessin/drawing No. 6

Groupes 1 à 4

Le montage d'un renfort diagonal est obligatoire. Les différentes variantes autorisées sont: MQ, MS, NP, NR. (NP est indiqué sur le dessin no 6 comme un exemple.)

Groups 1 to 4

Fitting of a diagonal strut is compulsory. The various authorized alternatives are: MQ, MS, NP, NR. (NP is shown on drawing 6 as an example.)



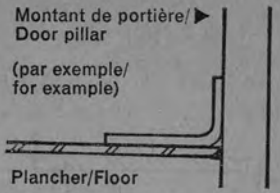
Dessin/drawing No. 7

Groupes 1 à 4

Le montage d'un renfort diagonal est obligatoire. Les différentes variantes autorisées sont: MQ, MS, NP, NR. (MS est indiqué sur le dessin no 7 comme un exemple.)

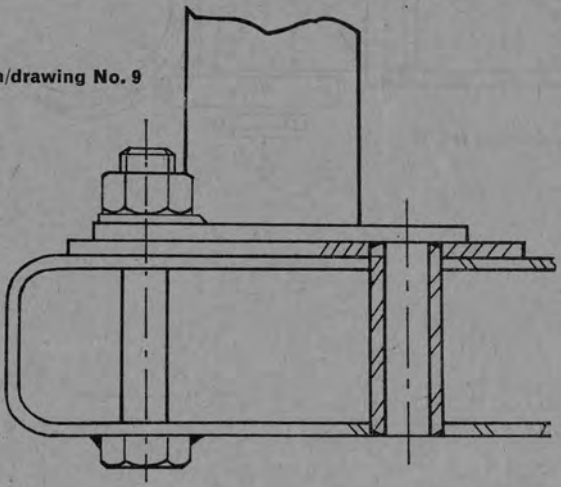
Groups 1 to 4

Fitting of a diagonal strut is compulsory. The various authorized alternatives are: MQ, MS, NP, NR. (MS is shown on drawing 7 as an example.)

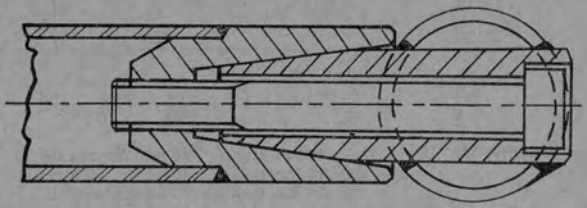


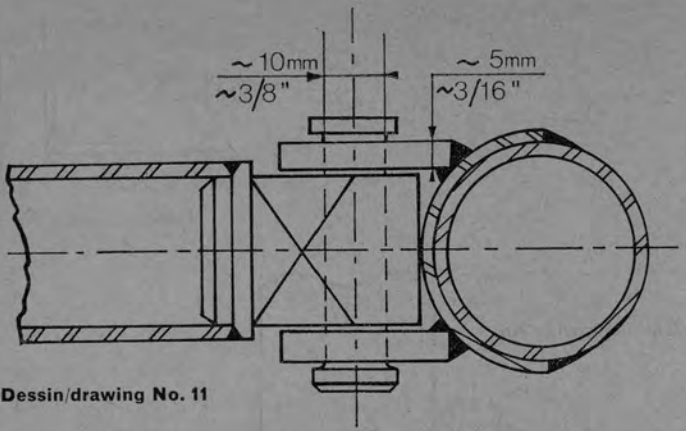
Dessin/drawing No. 8

Dessin/drawing No. 9

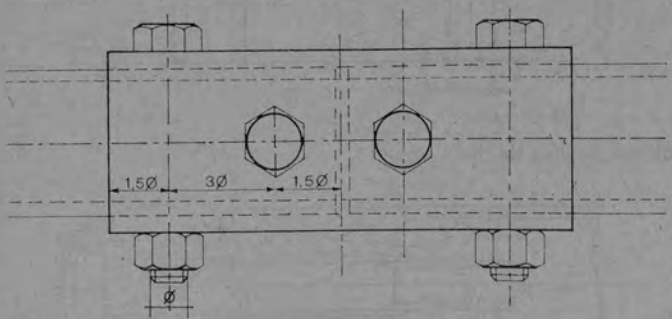


Dessin/drawing No. 10



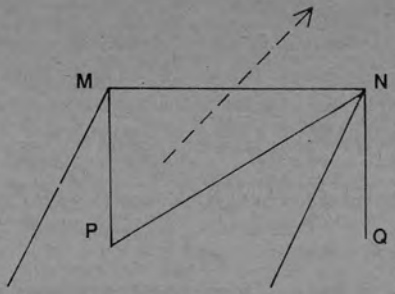


Dessin/drawing No. 11



Dessin/drawing No. 12

ϕ = 12 mm (tube < 40 mm diam. ext)
14 mm (tube ≥ 40 mm < 50 mm diam. ext)
16 mm (tube ≥ 50 mm diam. ext)



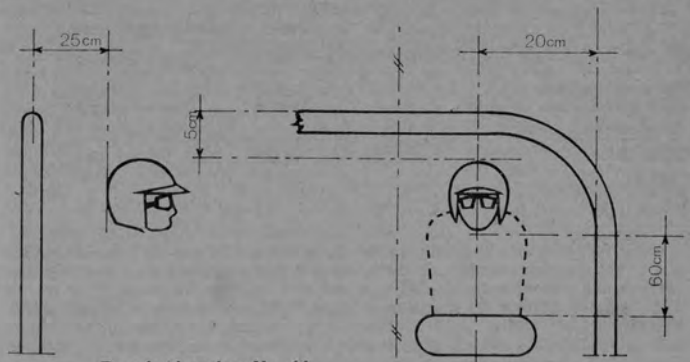
Dessin/drawing No. 13

Groupes 5 et 6

Le montage d'un renfort diagonal est obligatoire. Les 2 variantes autorisées sont MQ et NP. (NP est indiqué sur le dessin no 13 comme un exemple.)

Groups 5 and 6

Fitting of a diagonal strut is compulsory. The 2 authorized alternatives are MQ and NP. (NP is shown on drawing 13 as an example.)



Dessin/drawing No. 14

which must be clearly marked. Closed cars must be fitted with two circuit breakers, one in the driver's compartment and one outside the vehicle in an easily detectable location. The fitting of such circuit breakers which is compulsory for speed events on circuits and hill-climbs is authorized and even recommended for rallies.

o) **Oil catch tank:** when cars are running in events which are entered on the FIA Sporting Calendar and when their lubrication system includes an open type sump breather, they must be equipped in such a way as to prevent oil from spilling on the track. In cars of a cylinder-capacity inferior or equal to 2,000 cc, the oil catching device shall have a minimum capacity of 2 litres and of 3 litres for cars with a cylinder-capacity exceeding 2,000 cc.

p) **Minimum lighting equipment:**

— for all types of races, cars must be equipped with two "Stop" lights. In addition for events run during the night, cars must be fitted with at least two headlights as effective as those normally fitted on FIA homologated Touring or Grand Touring cars and two direction indicators mounted at the rear.
— for events run on open roads (rallies), cars must comply with the legal requirements of the country of the event; cars from other countries must comply in this respect with the Convention on international road traffic.

q) **Limits of authorized modifications:** certain modifications to the original parts, certain additions and/or removal of accessories normally mounted by the manufacturer of the model concerned, are explicitly authorized by the present regulations. The limits of these modifications are set out for each of the 6 groups of categories A and B. All those not explicitly mentioned as permissible for the group in which the car claims classification and which affect, even secondarily, the mechanical efficiency of the engine, the steering, the transmission, the road-holding and/or the braking, will imply the exclusion of the car from its group.

If these modifications or additions have been the subject of a previous statement by the entrant, the car may be allowed to compete in the event in one of the other groups provided in the supplementary regulations and with the prescriptions of which it complies. Should there be however an obvious case of wilful misrepresentation, the entrant should not be authorized to start or should be stopped if he had already started, with request to the ACN concerned to pronounce his suspension for at least 12 months.

r) **Fuel:** for speed races on circuit and hillclimbs: the fuel defined under Art. 298 hereafter.

For rallies: a commercial fuel freely sold in the country(ies) traversed by the event. 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 CSI.

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

s) **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.
Group 5 (or 3+4+5)	passes into group 6.

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 rearrange 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.

e) Electrical equipment: the tension (voltage) of the electrical equipment may not be changed.

The make and capacity (amperage) of **battery** and **generator** are free. The manufacturer may provide for one same minimum series the use either of a dynamo or of an alternator on condition that this is explicitly mentioned on the basic recognition form or on an additional "variant" form.

The original battery may be replaced—by the manufacturer or the entrant himself—by another one of larger capacity provided however that the location remains unchanged. By location of the battery is meant the coachwork compartment in which the battery is originally mounted.

Ignition coil, condenser, distributor and regulator are free; subject to the ignition system remaining the same as that provided by the manufacturer for the model concerned, and the replacement of the said accessories do not entail any modification of the attachment system provided by the manufacturer for the model concerned.

Spark plugs: make and type free.

In case of an electric circuit under a 12 volt tension, this may be produced either by a 12 volt battery or by two 6 volt batteries connected in series on condition the batteries remain in their original location and that there is no reduction of weight as compared with the original system provided by the manufacturer.

f) Transmission: for one same series of 5,000 cars the following possibilities are given on the express condition that they are those of the series-production and that they are normally sold to the purchaser and entered on the recognition form.

Gear-box:

— either two gear-boxes with the same number of ratios but different in their staging,

— or two gear-boxes with a different number of ratios and different in staging provided that 50% of the required minimum number of cars have been equipped with either one of the gear-boxes.

The fitting of an overdrive system in addition to the existing gear-box is authorized.

Final drive: two different ratios.

Should the manufacturer have provided a greater number of gear-box ratios and/or rear axle ratios, he must, to obtain recognition, prove that he has achieved the required minimum production of the car as many times as he has submitted two different gear-boxes and two different rear-axle ratios. An automatically controlled gear-box is not taken into consideration. The use of it and of its particular rear-axle ratio will always be authorized in addition to the set of two manually controlled gear-boxes.

The gear-box lever must be located as provided by the manufacturer and mentioned on the recognition form. Form and length are free.

The use of an automatic gear-box is authorized but on condition this gear-box is foreseen by the manufacturer and mentioned on the recognition form. No minimum production is required.

It is recalled that, in a basic series of 5000 models a manufacturer may recognize two gear-boxes and two final drive ratios.

For each additional series of 5000 models, the manufacturer therefore has the possibility of requesting recognition for two new gear-boxes and two final drive ratios, if he is able to certify that, in each series the required minimum number of cars has effectively been delivered with the equipment object of the recognition.

g) Shock absorbers: the make and type are free. However, no addition is allowed, and neither their original purpose nor their number, nor their system of operation may be modified. By system of operation is meant: hydraulic, friction, telescopic, or lever type. The original supports may not be changed in any way.

h) Wheels and tyres: wheels must be those provided by the manufacturer for the considered model. They are defined by their diameter, the width of their rim and the track they determine. Wheels which differ by their shape or dimensions may be recognized subject to the following conditions:

— that there are enough cars equipped with such wheels to justify recognition.

— that they are mounted in compliance with the specifications of paragraph "mudguards" of Art. 253.

In any case, the four wheels of a car must always belong to one and the same recognized set of wheels.

Tyres are free (make and type) on condition they are tyres provided by their manufacturer to be fitted on the wheels without any intermediary device. All special or additional non-skid devices for snow or ice may also be fitted.

i) Brakes: must be those provided by the manufacturer. The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of inner friction surfaces remain unchanged. Servo-assistance is only permitted when duly recognized as fitted on a number of identical cars equal at least to that required for recognition.

It is permissible to fit a dual braking system on condition that it be of the same make as that of the hydraulic master cylinder or provided by the manufacturer of the vehicle.

The material of the brake linings is free provided the dimensions of friction surface of the new linings are the same as the original ones.

The same applies to the clutch linings.

If a servo-assistance is normally provided for on a car, the servo device may not be disconnected.

A pressure limiting valve between the front and the rear brakes cannot be added if the manufacturer has not provided for its fitting in the series-production.

j) Supplementary accessories not included in the recognition: are authorized without restriction provided they have no influence whatsoever on the behaviour of the car, such as those concerning the aesthetics or the inside comfort (lighting, heating, radio, etc.) or those enabling an easier or safer driving of the car (speed-pilot, windscreen washer, etc.) provided they do not affect, even indirectly the mechanical performance of the engine, the steering, the transmission, the road holding and the braking.

All controls and their functions must remain those provided by the manufacturer, but it is permissible to arrange them in such a way as to make them accessible and easier to use, i.e. lengthening of the handbrake-lever, fitting of additional pads to the brake-pedal, etc. The position of the steering-wheel may be indifferently on the left or on the right, provided this only results in a simple transposition of the steering-system linkages as provided and supplied by the manufacturer and without any other mechanical alteration (manifolds, etc.).

The following is authorized:

1) *The windshield may be replaced by a windshield of same material but with a heater-defroster device incorporated.*
2) *The original heater may be replaced by another one provided by the manufacturer and mentioned in his catalogue as available on request.*
3) *An electric water thermometer may be replaced by one of capillary type and a standard manometer by another one of high precision type.*
4) *The hooter may be changed or an extra one may be added at the disposal of the passenger if wished.*
5) *The mechanism of the handbrake lever may be adapted for obtaining an instantaneous unbolting (fly-off handbrake). All electric switches may be freely changed, inasmuch as is concerned their purpose, their location and—in case of the adding of extra accessories—their number.*
6) *Extra relays and fuses may be added to the electric circuit, battery wires may be lengthened, pipes of the braking circuit may be protected by an armoured casing (metallic or other). The original accelerator cable may be replaced by another one, whether supplied or not by the manufacturer.*
7) *The original speedometer may be replaced by another one provided it fits exactly in the housing of the original one.*
8) *Seat brackets may be altered and any kind of seat-covers may be added, even those which constitute a bucket-seat.*
9) *Jacking points may be strengthened, their location may be changed or extra ones may be added*
10) *Head-light covers may be fitted provided they do not influence the streamlining of the car.*
11) *Complete freedom is left with regard to the location and appearance of registration number plates, in consideration of the great differences between legal requirements from one country to another.*
12) *Safety fasteners (such as straps) may be fixed to the lids of the engine compartment and the luggage boot. The latter may be adapted for better accommodation of the equipment carried (straps for fixing a tool-box, protection of a*

supplementary fuel-tank, of an additional spare-wheel etc). The attachment system of the standard spare-wheel may be altered provided its original location is not changed.

13) Extra compartments may be added to the glove-box and extra lateral pockets to the doors.

14) Plates of insulating material may be added in all places where they may be necessary to protect those carried aboard the car from a risk of fire.

15) An oil-catch or a water-tank may be fitted.

16) The radiator filler cap may be locked by any means.

k) Coachwork: none of the normal elements of the coachwork (dashboard, all inside quiltings whatever their location), and none of the accessories normally mounted by the manufacturer on the lowest priced model may be removed or replaced.

However, the modifications deriving from the fitting of the supplementary accessories authorized in the preceding paragraph, such as those necessitated by the addition of a windscreen washer (drilling of a hole into the bonnet) or of a rev. counter (housing in the dashboard), will be allowed.

The same minimum series may comprehend various materials for seats, upholstery and inside quilting (cloth, leather, plastics, etc.) and two different types of front seats (bench type or separate seats). These variants must be stated on the recognition form and in particular the different weights resulting from the mounting of different seats must be specified.

Transparent parts must, in case of damages, be replaced by others made of a material identical to the original one listed on the recognition form. They shall be completely interchangeable with those originally fitted. They must be mounted on the original supports and their original opening system (if any) must be maintained.

Nuts and bolts may be freely exchanged and locked by pins or wires.

Bumper overriders may be removed.

When the regulations of an event allow the fitting of an undershield, the fuel and brake system pipes may be protected by all means.

On the contrary, the following modifications are prohibited:

1) to change the rake of the steering column,

2) to remove wheel-spats which are part of the coachwork,

3) to add an extra bolting system of the doors,

4) to add extra parking lights,

5) to change the location of the opening handle of the bonnet,

6) to replace the grille bolts by others of "quick-release" type.

l) Bumpers, embellishers, streamlining: bumpers are compulsory on all cars for which the manufacturer has normally provided them. For speed-events on circuit and for hill-climbs, the supplementary regulations may authorize the bumpers of a car to be removed. Failing such an authorization the bumpers must remain. For rallies, any car, normally delivered with bumpers and the recognition form of which shows such an equipment, must retain them.

Wheel embellishers may be removed. The addition of any protective device underneath the car is forbidden unless such a device is mentioned on the recognition form of the model in question or is authorized or made compulsory by the supplementary regulations of the event.

TITLE IV

SPECIAL TOURING CARS (Group 2)

Art. 258.—Definition: cars of limited series-production which may be sub-

mitted to certain modifications aimed at making them better suited to competition. The list of the modifications and additions explicitly authorized is given hereafter under Art. 260.

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. 259.—Minimum production and number of seats: touring cars shall have been manufactured in a quantity of at least 1,000 units and be equipped with at least 4 seats; however if their cylinder-capacity is equal or inferior to 700 cc, they may be delivered as two-seaters.

Art. 260.—Modifications and additions authorized: all those already authorized in group 1, plus the following ones:

a) Modifications of the original mechanical parts: the original mechanical parts having undergone all the normal machining operations foreseen by the manufacturer for series-production, except those for which the present article provides a freedom of replacement, may be subject of all perfecting operations by means of finishing or machining, but not replacement. In other words, provided the origin of the series-production part may always be ascertained undoubtedly, this part may be rectified, balanced, lightened, reduced or modified in its shape through machining, to the exclusion of any addition of material, mechanical extension or treatment which would entail a change in the molecular structure or the surface of the metal.

b) Engine—cylinder-heads and valves: besides the modifications which can be carried out on the cylinder-head as specified under paragraph a) hereabove, complete freedom is left as regards the valves, valve-guides and valve-seats. The number of valves per cylinder cannot be modified.

A dual ignition cylinder-head necessitating a new casting can only be recognized under the conditions enumerated in Art. 260 aa). However, if it is possible to fit a second sparking plug on each combustion chamber, on an original cylinder-head having gone through all the manufacturing sequences provided for by the manufacturer for the series-production, and in full compliance with Art. 260 a), dual ignition is obviously authorized.

It is allowed to add washers to the valve-spring assembly.

c) Engine—induction system and elements: the induction system is free. Yet direct injection may only be used on an engine for which the fitting of a direct injection system has been originally provided for in the manufacturing. Ditto for supercharging.

By the term "originally provided for in the manufacturing" is meant: normally fitted on cars delivered to purchasers, and mentioned on the recognition form or the manufacturer's catalogue.

d) Engine—reboring: the reboring or replacement of sleeves of the engine is allowed up to the limit of the cylinder-capacity class to which the model belongs.

e) Engine—exhaust manifold, piping and mufflers: free. Yet, for events run on open roads, the efficiency of the mufflers must remain, in all cases, within the limits specified in the police regulations of the country of the event.

f) Engine—bearings: plain or roller bearings may be replaced by others of the same type, provided the crankshaft and the original bearing caps are retained.

g) Gaskets: gaskets may be replaced by others or suppressed.

h) Engine—lubricating system: the oil sump may be modified or replaced by another one of different shape and capacity. The oil pump may be modified or replaced by another one. Yet, the number of oil pumps originally fitted cannot be changed. Oil filters and oil coolers are free (type, number and capacity).

The fitting of an oil-cooler exterior to the coachwork is only permitted below the horizontal plane passing through the centre of the wheel-hubs. In no case, such a fitting of an oil-cooler may result in the addition of an aerodynamical enveloping structure.

i) Engine—camshafts and valve gear: free. Yet the location, number and driving system of the camshaft(s) cannot be changed. There is no restriction as regards the number and type of valve springs provided the necessary modifications of the mechanical parts do not go beyond those specified under the previous paragraphs.

j) Piston, piston pin and piston rings: free.

k) Engine—other elements: Mountings are free. The cooling fan and water-pump may be modified, replaced or suppressed.

There is no restriction for the fuel pump as regards number, type, location and capacity. Nevertheless, it must never be located in the passenger compartment.

The switch of the electrical fuel-pump (if provided for) may be fixed inside the cockpit.

The inclination and the position of the engine inside the engine compartment are free, providing however that the implied modifications do not go beyond what is allowed in Art. 260 a), k), l) and m).

l) Transmission—gearbox. Mountings are free. The number of speeds of the gearbox cannot be modified. The ratios are free. The location and type of the gear lever are free.

Freedom for the scale of ratios implies the faculty of changing the primary and secondary shafts, as well as the gear and the bearings.

m) Transmission—differential. Mountings are free. The differential ratios are free. A limited-slip differential, but not with a constant and complete locking effect, may be fitted provided it can be located in the casing without entailing a modification beyond that allowed under paragraph a)

The transmission shaft between the gearbox and the differential is free.

n) Suspension: it is allowed to modify the original parts of the suspension in compliance with the specifications of Art. 260 a) hereabove. The addition of a stabilizer is allowed, or the original one may be replaced by another one.

In the case of a rigid axle rear suspension it is allowed to add locating arms and their mounting brackets.

The fitting of joints and attachment points of a different type and/or material is authorized.

The replacing of a stabilizer is allowed even if this stabilizer serves other purposes in the suspension. It is also allowed to increase the number of stabilizers per suspension.

o) Suspension—springs and shock-absorbers: complete freedom is left as regards springs provided the main type of spring is not changed. Yet, the fitting of other springs must not result in a modification of the mechanical parts beyond the limits fixed under Art. 260 a), and neither a change or a modification of the coachwork or the chassis. It is allowed to add auxiliary springs. According to the definition given under Art. 252 for chassis and coachwork, it is allowed to modify the non-visible parts of the coachwork.

Complete freedom is also left as regards their number, type and fitting, provided no mechanical part be modified beyond the limits fixed under Art. 260 a). Nevertheless, mounting brackets may be added to the chassis and suspension elements.

p) Steering: the steering-ratio is free, provided that the original steering box be kept.

q) Wheels and rims: complete freedom is left, provided their fitting can be carried out in full conformity with Art 253 d).

Moreover, the four wheels of a car must always have the same diameter.

By wheel is meant disc + rim. Therefore, not including *the tyre. However, as regards Art. 253 d)—Mudguards, it is recalled that the said Article specifies the measurement of the wheel equipped with its tyre.*

The location of the spare-wheel is free, provided that it is not placed inside the cockpit and that the external aspect of the coachwork is not modified.

Strength Guarantees

The attention of the FIA has been drawn to numerous accidents caused by wheel failures. The total freedom allowed, especially in Groups 2 and 4, has too often resulted in amateur construction of rims, which do not possess an adequate manufacturing quality and fatigue resistance.

Therefore, it is recommended to each National Sporting Authority to draw up a list of wheel manufacturers of its own country, whose product presents all necessary guarantees of safety.

Every National Sporting Authority, having so proceeded at a national level, will be authorized to require from the competitors that they use wheels produced by one of the manufacturers having obtained recognition from the National Sporting Authority concerned or any other one.

r) Electrical system—lighting equipment: free. Yet, for events on open roads, the vehicle must be in compliance with the police regulations of the country where the event is run or with the International Convention on road traffic. The location of the battery is free, as long as it is not placed in the passenger compartment.

The liberty given for the lighting devices concerns their replacement or modification, but does not allow their pure and simple suppression. The number of headlights is free.

In case the battery is placed inside the cockpit of a car in the normal series production, it may remain there.

s) Electrical system—engine accessories: it is allowed to replace a dynamo by an alternator. The mounting brackets and crankshaft pulley are free.

The ignition system is free as long as its replacement or modification does not alter the mechanical parts beyond what is allowed under Art 260 a).

The generator may be put out of use or removed. However, the minimum lighting devices must remain in normal working order during the whole race. Besides, it is recalled that, in almost all races, the starting of the engine must be effected without any external help.

t) Fuel tanks and water radiators: the capacity of fuel tanks is free up to the limit specified under Art. 253 j). The location and dimensions of the filler orifice as well as those of the filling cap may be changed provided the new fitting does not protrude beyond the coachwork line and provides against fuel leakage into the inside compartments of the car.

Should the tank and its filler be located in the luggage compartment, an outlet at the lowest point must be provided for the fuel accidentally spilled in this compartment.

There is complete freedom as regards the water radiator and its capacity. Its location may be changed provided no modification is entailed either to the outside or to the inside (cockpit) of the coachwork.

u) Braking system: the mounting of a double pump (master cylinder) or of any device which produces simultaneous action on the four wheels and a separate action on two wheels is allowed.

The discs and drums may be replaced by others provided the area of the friction surface is not modified. Linings are free. The backing plates may be modified and fitted with air openings. Protection shields may be modified or suppressed. Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

The addition of brake servos is allowed.

It is forbidden to replace drum brakes by disc brakes and vice-versa, except if this modification is duly recognised in conformity with Art. 260 bb).

v) Cables and pipes: it is allowed to entirely modify the arrangement, ocation and materials of all cables and pipes providing for the passage of fluid elements (air, water, fuel, electric currents, etc, including the suspension system).

w) Springs: any spring that can be found on a car may be modified or replaced by another one.

x) Coachwork elements: the steering-wheel and the front seats may be replaced, provided seats of at least the same weight as the original ones be substituted to them.

In case of the original seats being changed the two new ones must weigh at least the weight as entered on the recognition form for the original ones, but it is not mandatory that they both weigh the same weight.

The non-visible parts of the doors, of the engine bonnet and of the trunk may be removed or lightened.

By "visible parts of the coachwork" is meant all non-structural elements licked by the air-streams and located above the horizontal plane passing through the wheel-hubs, as well as the visible parts of the passengers' compartment.

Non-visible insulating material may be removed.

Trimmings of the passengers' compartment, of the door panels, of the cover of the glove-box, etc, which are normally provided for cars of the series-production, must not be removed.

y) Options—definitions: a variant of the series-production. Accessories or equipment delivered on express request of the customer. By option is therefore meant any equipment supplied in supplement to or in place of the basic model available on request, even if this equipment is normally fitted on some series-production cars as is the case, for example, on cars for export.

z) Recognition of an option: the recognition of an option will be granted only if the optional equipment is available freely at the manufacturer's or his dealers' for any one wishing to purchase it. It must be mentioned in the manufacturer's catalogue of spare parts for the model concerned and properly identified.

aa) Optional equipment which may be recognized with a minimum production of 100 units per year to equip 100 cars:

— Reinforced suspension elements, provided they are absolutely interchangeable with the original part and that the mounting points to the chassis remain in their original location.

A rigid rear axle is considered as being a part of the suspension. Consequently a reinforced axle can be recognised as a variant on the basis of an annual production of at least 100 of the part in question.

— Reinforced auxiliary chassis members.
It is specified that by "auxiliary chassis" is meant:

a) Any element of the chassis fixed by means of bolts or rivets to the chassis or the body, and which may therefore be removed or replaced by a reinforced element without cutting or welding.

b) Any supplementary reinforcing element fixed to the chassis or the body, whatever the means of fixation (welding, bolts, etc), but without the obligation of cutting out any integrant part of the original chassis or body.

— 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.
— Lightweight coachwork elements, such as aluminium doors, plexiglass lateral windows, glass fibre engine bonnets, etc. Nevertheless, the basic weight of the car mentioned on the recognition form shall not be modified. The recognition of lightweight elements is only meant to compensate the manufacturing tolerances and the fitting of some optional equipment which results in an increase of the basic weight.

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 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: high performance cars which must nevertheless include all equipment normally provided and legally required for vehicles using public roads.

Art. 268—Manufacturing: 25 ex/year minimum—number of seats: 2 minimum.

NB: In 1971, the organizers shall have to admit, for events opened to Gr 5, cars complying with the technical specifications hereunder, even if they are not FIA recognized on the basis of 25 ex/year.

Art. 269.—Conditions required for recognition: the 25 cars shall be identical as regards the following points:

a) Coachwork: general line, materials of construction, shape of wings and bonnet, number of doors. Small modifications will be allowed when made necessary by the different uses of the car (circuit or road events), or by the mounting of supplementary equipments authorized by the present regulations.

b) Chassis: wheelbase and track.

It is understood that the 25 identical cars needed for recognition in group 5 must

all have the same track measurements with a set of wheels of specific size. However, during the scrutineering for an event, one must take into account the changes in track which could result from the fitting of different wheels or the modification of the suspension and/or brakes such as authorized for this group of cars.

The number of headlamps fitted on a car of Group 5 or 6 is free.

c) Engine: cylinder-head, cylinder block, number of cylinders, bore, stroke, number and location of crankshaft bearings, type of bearings and of all rotating parts; number, location and driving system of camshafts.

Number of valves and valve-operating system.

Number and location of the inlet and exhaust ports. (Free: ignition including the number of spark plugs, induction and exhaust: carburettor, filters, manifolds).

Reboring of the engine is allowed up to the limits of the cylinder-capacity class to which the model belongs.

d) Transmission: only one series of gears authorized, plus an automatic gearbox. Complete freedom for all gearbox and final drive ratios.

e) Suspension: its operating principle and function of its components.

Four systems of **independent** *suspension must be distinguished:*

a) McPherson's system;

b) independent system by wishbones (two superposed open triangles or one closed and one open superposed triangles);

c) independent suspension by one trailing arm for each wheel, the main characteristic being driving axles of variable length and two universal joints for each axle (example: rear suspension of the BMW 1600).

d) independent suspension by swing axles, the wheels being fixed on the driving axle, i.e. rear suspension of the Renault Gordini R1135.

f) Braking systems: the braking system (drums or discs, or drum and disc brakes) must be identical on all cars of the minimum series required for recognition. The braking system must be laid out in such a way that the brake pedal normally controls the four wheels. In case of a leak at any point of the piping or any failure in the braking transmission the brake pedal should continue to operate on at least two wheels.

g) minimum weight: the weight of the sports cars shall be at least the one stated by their manufacturer on the recognition form of the model concerned, no reduction being allowed. This weight shall be at least equal to the minimum limits mentioned hereafter:

engine cylinder-capacity inferior or equal to					500 cc:	450 kgs
engine cylinder-capacity from				500 to	600 cc:	460 kgs
"	"	"	"	600 to	700 cc:	470 kgs
"	"	"	"	700 to	850 cc:	480 kgs
"	"	"	"	850 to	1,000 cc:	500 kgs
"	"	"	"	1,000 to	1,150 cc:	510 kgs
"	"	"	"	1,150 to	1,300 cc:	525 kgs
"	"	"	"	1,300 to	1,600 cc:	550 kgs
"	"	"	"	1,600 to	2,000 cc:	575 kgs
"	"	"	"	2,000 to	2,500 cc:	600 kgs
"	"	"	"	2,500 to	3,000 cc:	650 kgs
"	"	"	"	3,000 to	4,000 cc:	725 kgs
"	"	"	"	4,000 to	5,000 cc:	800 kgs
"	"	"	"	5,000 to	6,000 cc:	875 kgs
"	"	"	"	6,000 to	7,000 cc:	950 kgs
"	"	"	over	7,000 cc:		1,000 kgs

Art. 270.—Modifications and additions authorized:

a) Coachwork

Modifications made by the competitors themselves: taking the car such as it is recognized on the basic form, the competitors may make all coachwork modifications required by the different uses, such as:

— Fitting of aerodynamic devices in compliance with the following Art. 271.
— modification of the wings in order to allow the fitting of larger wheels.
— opening of air vents in the coachwork, in order to ensure better cooling of the brakes, radiators, etc.
— modifications in view of the mounting of extra headlights.

Recognition of coachwork variants: a same basic series of 25 cars may include open cars and closed cars. In that case, the recognition form must mention both variants.

If the recognition form contains only one of the two above variants the other may be recognized at a later date as a mere option.

b) Engine

A manufacturer may apply for the recognition of optional cylinder heads provided the number of cylinder heads manufactured is sufficient to equip 25 cars, and provided the conception of the cylinder head, ie, the number of valves, type of combustion chamber, etc, is not modified.

The adoption of a dual ignition system is not considered as a change in the conception of the cylinder head.

c) Gearbox

An optional gearbox with a number of ratios different from that of the gearbox on the basic recognition form may be recognized as a mere variant provided it is freely available.

Art. 271.—Supplementary prescriptions concerning the use of aerodynamic devices: the highest point of any forward facing gap in the coachwork shall not be situated above a horizontal plane, 80 cm above the lowest point of the entirely sprung structure of the car.

The maximum width of the coachwork shall not exceed by more than 20 cm the maximum width measured between the two vertical planes tangent to the outer face of the front or rear wheels.

Art. 272.—Safety fuel tanks: cars competing in speed events on circuits shall be equipped with a safety fuel tank complying with one of the three sets of specifications approved by the FIA (see Art. 297).

Fuel cells must be filled with safety foam conforming to the American military specifications Mil-B-83054 (Baffle material).

NB As from 1.1.1972 cars with a cylinder-capacity exceeding 2,000 cc, participating in speed races on circuits in one or more heats of 100 kms each, must be equipped with tanks conforming to norms FIA/Spec/FT3 (see Art. 297).

As from 1.1.1973 the above prescription becomes valid for cars of 2,000 cc or less cylinder-capacity.

Art. 273.—Extinguishers: Cars must be equipped with a fire-extinguishing system of at least 5 kg extinguishing capacity. This system must include a manual triggering device which can be operated by the driver on board as well as by any helper outside the vehicle. The triggering device must be indicated by a red circle with the letter E.

The direction of the outlet(s) of the extinguishing system are left to the discretion of the entrant.

TITLE VIII

PROTOTYPE SPORTS CARS (Group 6)

Art. 281—Definition: experimental competition cars with at least two seats, especially manufactured for speed or endurance races on closed circuits. Their use on open roads may be forseen and in that case, the cars must include all equipment normally provided and legally required for vehicles using public roads.

Art. 282.—Specifications: these cars shall meet all general prescriptions concerning cars of categories A and B (see Art. 253) except for the following points:

a) the protected height of at least 80 cm is optional (Art. 253 b 2nd case),
b) the windscreen is optional (Art. 253 c), but if there is one, its dimensions are free,
c) the hood is optional (Art. 253 e),
d) luggage space is optional (Art. 253 h),
e) the spare wheel is optional (Art. 253 k).

Furthermore, prototype sports cars must be fitted with a double braking system such as specified under Art. 269 f, and be equipped with safety fuel tanks of an FIA approved type (Art. 272), and also with an extinguishing device in compliance with Art. 273.

They must also comply with the supplementary regulations concerning the use of aerodynamic devices such as specified under Art. 271.

As regards open cars, the following specifications must be complied with:

— if the windscreen height is reduced to such an extent that the driver looks over the top of it instead of through it, it may be considered as a mere wind-deflector. In that case, it may be of transparent plastic material and wipers are optional.
— unimpeded rear view must be ensured (for instance, by a rear-viewing mirror on either side of the vehicle).

NB: AMALGAMATION OF GROUPS 5 AND 6

Groups 5 and 6 will be amalgamated as from 1st January 1972, into a single group called: **Sport Cars—Group 5** (without minimum production).

Definition: 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.

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 h),
b) the spare-wheel is optional (Art. 253 k),
c) the hood is optional (Art. 253 e),

d) 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),
e) in the case of an open car, the opening delimiting the passengers' compartment must be symmetrical about the lengthwise centre-line of the car.

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 car.

The minimum weight scale will be modified as follows, from the class of cylinder-capacity of 3,000 to 4,000 cc:

engine cylinder-capacity from 3,000 to 4,000 cc: 700 kg
" " " " 4,000 to 5,000 cc: 750 kg
" " " " 5,000 to 6,000 cc: 775 kg
" " " over 6,000 cc : 800 kg.

Safety Rules: See Art. 253, 272 and 273.

These prescriptions will become valid as from 1st January 1972. However, cars of the former Group 5 which benefit from an FIA recognition may continue to be used, even if they do not comply with the new minimal inside dimension figures (see Art. 253).

TITLE IX

NON-DEFINED CARS

Art. 283.—Special ruling for rallies: promoters may 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, etc.

But in this case these non-defined vehicles shall have to be classed separately and may under no condition be mingled with other cars in the general classification of the event.

TITLE X

TWO-SEATER RACING CARS (Group 7)

Art. 284.—Definition: two-seater competition vehicles built exclusively for speed races on closed circuits.

Art. 285.—Classification of cars shall be according to engine displacement as follows:

1st series: Inferior or equal to 850 cc
2nd series: from 850 to 1,150 cc
3rd series: from 1,150 to 1,600 cc
4th series: from 1,600 to 2,000 cc
5th series: from 2,000 to 3,000 cc
6th series: from 3,000 to 5,000 cc
7th series: over 5,000 cc

Supplementary regulations of an event may provide for combining any of the above series of classes.

Art. 286.—Fuel: only commercial fuel such as defined by the FIA shall be used (see definition hereafter).

Art. 287.—Self-starter: the starting of the engine must be done by the driver seated at his wheel by means of a starter with a source of energy aboard the car.

Art. 288.—Brakes: these cars shall be equipped with a dual braking system operated by a single-control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

A separate hand brake (emergency brake) is not required.

Art. 289.—Coachwork: coachwork shall provide comfort and safety for driver and a passenger. All elements of the coachwork shall be completely and neatly designed and finished, with no temporary or makeshift elements. The body shall cover all mechanical components, except that the intake and exhaust pipes may protrude.

All major body components such as front and rear bonnet and/or hood, mudguards, doors and windscreen must be maintained in normal position throughout the event.

a) Cockpit and seats: there shall be seats for the driver and a passenger of equal dimension and comfort, and equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide for adjustment for the size of the occupant.

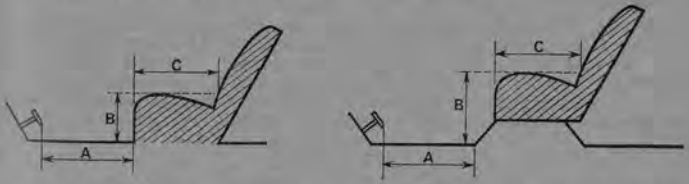
The passenger's space and seat shall remain available throughout the competition and shall not be encroached upon by any element of the car or equipment except as provided in these rules.

The passenger's compartment and seat shall not be sheltered by means of a tonneau cover of any type.

Driver and passenger space shall satisfy the following minimum dimensions:

— the inside minimum width of the compartment shall be 100 cm measured at the immediate rear of the steering wheel hub and at right angles to the longitudinal axis of the car, and must be unobstructed and maintained at least 25 cm in a vertical plane.

Seats must fulfil the following minimum dimensions:



(A) is always measured horizontally and parallel to the longitudinal axis of the chassis, between two vertical planes perpendicular to the longitudinal axis and defining from front to rear the open space on a level where such measurement is taken.

For the driver's seat, (A) is measured on the floor level, or at the bottom of any recess if need be, from the perpendicular of the furthest pedal in its position of rest.

For the passenger seat, this measurement is taken at a height of 20 cm above the floor or at the bottom of the recess, if need be.

In case of movable seats it is forbidden to alter the position of any seat while car is being measured.

(B) is measured vertically from the rear of (A) to the horizontal plane tangent to the highest part of the cushion as shown on the drawings.

(C) is measured on the seat's centreline, in the horizontal plane defined above from the upper end of (B), parallel to (A) and tangent to the foremost point of back of seats.

The arrangement of the body must be such that:

A + B + C = 110 cm minimum.

The minimum width for the foot space for each person must be 25 cm measured at right angles to the longitudinal axis of the chassis, plumb to the pedals.

Windshield wipers are not required.

b) **Visibility:** coachwork shall provide visibility for driver and passenger forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide driver visibility to the rear on both sides of the car.

c) **Doors:** coachwork shall provide at least two rigid doors giving direct access to each seat. Each door shall accept a rectangle held in a vertical plane of at least 30 cm × 50 cm.

These dimensions shall not include any area above the horizontal plane of the body and door panels. The door openings may not be obstructed in any way. The locking mechanism shall be operable from both inside and outside of the car.

On closed cars, the doors shall be so designed that in case the car is partially or completely overturned at least one of the doors shall remain in a position to be opened, or a means of escape other than the door must be provided.

d) **Mudguards:** mudguards shall be firmly attached to the coachwork with no gap between body and mudguard. They shall be placed above the tyres and shall cover them effectively by surrounding at least a third of their circumference. The width of each mudguard shall extend beyond the side of the tyres when the wheels are parallel to the longitudinal axis of the car.

In case the mudguards constitute a part of the body, or are partly overhung by the structure of the body, the combination of mudguards and body, or the body alone, shall meet the above requirements.

e) **Aerodynamic devices:** the use of aerodynamic devices is authorized provided Art. 252 m (General prescriptions) and Art. 271 (Supplementary prescriptions for two-seater cars) are complied with.

Art. 290.—Lighting: the minimum lighting equipment shall be:

a) at least two braking-lights;
b) for night racing, two head-lights at least as effective as those normally fitted on touring cars and two direction indicators mounted at the rear.

The supplementary regulations of an event may require additional lighting equipment.

Art. 291.—Wheels and tyres: there shall be no restriction on the size of wheels or tyres, provided they are identical on the right and left front axles, and identical on the right and left rear axles.

A spare wheel and tyre is not required.

Art. 292.—Safety equipment:

a) **Fire extinguisher:** all cars shall carry during competition a dry chemical fire extinguisher of at least 1 kg capacity. It must be securely mounted and may be located in the space provided for the passenger.

b) **Scatter shield:** the installation of a scatter shield is required on those cars where the failure of the clutch or flywheel could, due to its location, create a

hazard to the driver. In addition, any rotating part of the drive train shall not pass openly through the driver and passenger compartment, but must be under the floor or chassis structure.

c) Roll bars: cars shall be equipped with a roll bar or structure to protect the driver in case the car overturns. It shall be firmly attached to the chassis structure and designed to withstand compression forces from the weight of the car as well as fore-and-aft loads from horizontal forces.

d) Safety belts: the car shall be provided with a safety belt of a quick release type attached to the chassis structure and designed to restrain the driver in his seat.

e) Exhaust system: the exhaust system shall terminate behind the driver and passenger seats.

f) Firewall and floor: cars shall have an adequate firewall to prevent the passage of flame from the engine compartment or under the car to the cockpit. Openings in the firewall for the passage of engine controls, wires, and lines shall be of the minimum size necessary.

The floor of the cockpit shall be constructed to protect the driver by preventing the entry of gravel, oil, water, and debris from the road and engine. Bottom panels or belly panels shall be adequately vented to prevent the accumulation of liquid.

g) Bulkheads and tanks: no part of any fuel, oil or water tank shall be exposed to any part of the driver and passenger compartment. Fuel tanks shall be vented to prevent the accumulation of fumes and to prevent fumes from passing into the driver or engine compartment.

Feul tanks shall be isolated by means of bulkheads so that in case of spillage, leakage or a failure of the tank the fuel will not pass into the driver or engine compartment or around any part of the exhaust system.

Batteries shall be fully enclosed.

h) Closed cars: adequate ventilation shall be provided to prevent the accumulation of fumes inside the car.

i) Safety fuel tanks: The same prescriptions as those applying for Group 5 (see Art. 272).

TITLE XI

SINGLE-SEATER RACING CARS—INTERNATIONAL FORMULAE (Group 8)

Art. 293.—Formula No. 1.

Validity: from the 1st January 1966 to 31st December 1972.

Engines with reciprocating pistons:

a) engine cylinder-capacity without supercharging: inferior or equal to 3,000 cc;
b) engine cylinder-capacity with supercharging: inferior or equal to 1,500 cc.

Minimum weight, without ballast: 530 kg

NB: The F1 is prolonged beyond 31st December 1972. However, as from 1st January 1972, the number of cylinders will be limited to 12 maximum.

Art. 294.—Formula No. 2.

Validity: from 1st January 1967 to 31st December 1971.

Reciprocating piston engines: engine cylinder-capacity superior to 1,300 cc and inferior or equal to 1,600 cc.

Minimum weight, without ballast: 450 kgs.

The cylinder-block must compulsorily be taken from an FIA recognized model of car, manufactured in a quantity of at least 500 units in 12 consecutive months. The cylinder-capacity may be obtained by increasing or reducing either the original bore or stroke or both dimensions.

On the cylinder-block, entirely finished will be permitted all modifications which are necessary to ensure the mounting and/or tightness of the cylinder-head, the driving device of the camshaft(s), ignition distributor, pumps (water, fuel, injection pump) and other accessories, when the original location or form of the above has been changed.

The type of cylinder (with or without sleeve) as well as the friction system of connecting rod and crankshaft bearings must remain the same as on the original engine.

The number of camshafts is free.

Feeding: the feeding system of the engine is free (by carburettor, direct or indirect injection) but no device liable to have a supercharging effect may be mounted.

The number of cylinders per engine is limited at six, but the CSI reserve their right to reconsider this decision from the moment that the FIA would have recognized in one of the first three groups of Appendix "J", three models of cars of different makes with an engine of more than six cylinders and of a cylinder-capacity inferior or equal to 2,000 cc. However such a decision of modification would only come into effect as from the 1st January of the following year.

Cooling system: the system of the original engine must be preserved (by air, by water).

Propulsion: through a maximum of two wheels.

Gearbox: maximum five ratios, the reverse gear not included.

As from 1st January 1972, the following prescriptions will come into force for the Formula 2:

Validity: 1st January 1972 to 31st December 1975.

Non-supercharged reciprocating piston-engines: engine cylinder-capacity inferior or equal to 2000 cc.

Minimum weight without ballast:

Cars equipped with a 4 cylinder engine: 450 kg
" " " " 6 " " : 475 kg
" " " more than 6 cylinders: 500 kg.

The engine (including engine-block and cylinder-head) must be derived from an engine equipping a model of car for which the FIA has ascertained a series-production of at least 1,000 units.

Modifications allowed on the original pieces of the engine are those provided for Group 2 (Special Touring Cars). However, all freedom is left for the crankshaft and the connecting rods. The maximum cylinder-capacity authorized—2,000 cc—can be obtained by modifying the original bore and/or stroke.

Gearbox: five gears maximum, not including the reverse gear.

The propulsion will be ensured by two wheels maximum.

Art. 295.—Formula No. 3.

Validity: as from 1st January 1971 to 31st December 1974. Reciprocating piston engines only.

Maximum cylinder-capacity: 1,600 cc.
The maximum cylinder capacity may be obtained by increasing or reducing either the bore or stroke or both dimensions.

Maximum number of cylinders: 4

The engine block and cylinder head castings, machining completed, must be those of a series-production car manufactured in at least 5,000 units in 12 consecutive months of a model recognized by the FIA.
The original engine block and cylinder head may be modified freely by removal of material to the exclusion of any addition of material.
The type of crankshaft bearings may not be modified (the replacement of a plain bearing by a roller bearing is therefore forbidden).
The induction system is free but it must compulsorily be fitted with a throttling flange of 3 mm in length and with a parallel hole of 20 mm diameter. Through this throttling flange all the air feeding the engine must pass.
The throttling flange must compulsorily be made of metal or metallic alloy.
The material of the air-box is free, provided it is not a porous material.
The CSI reserves its right, after the experience obtained during the first year, to modify the dimensions of the throttling flange with a shorter previous notice than the two regular years.
No supercharging device is allowed even if a series-production one was fitted on the original engine.
The other original parts of the engine may be replaced or modified without restriction.

Other mechanical elements: the gearbox and differential casings must be those of a car manufactured in at least 5,000 units in 12 consecutive months, of a model recognized by the FIA, but not necessarily the model from which the engine has been taken. The gearbox may not have more than 5 forward speeds, plus a reverse gear.
Complete freedom is left as regards the ratios. The use of a limited slip differential is allowed.

Dimensions:	minimum wheelbase	200 cm
	minimum track	120 cm

Minimum weight, without ballast: 440 kg.

Certificate of origin: any Formula 3 car showing up at the start of an event shall be supplied with a certificate established by the manufacturer and ratified by the National Sporting Authority, specifying the origin of the basic elements of the vehicle.

Art. 296.—Prescriptions and definitions applicable to racing cars of the 3 international formulae.

a) Minimum weight: the minimum weight is that of the car in running order i.e. with all lubrication and cooling liquids but without fuel.
The ballast which is prohibited is that of a removable type. It is therefore

permissible to complete the weight of the car through one or several ballasts incorporated to the materials of the car provided that solid and unitary blocks are used, and that they are fixed by means of a tool and offer the opportunity of being sealed on should the officials entrusted with the scrutineering of the car deem it necessary.

b) The construction of the vehicle must be symmetrical i.e. when the car is lifted laterally and weighed, the half weight on either side must be equal to half the overall weight, a margin of + or — 5% being allowed for the said half weight. To verify the above, the weighing must be done with all tanks full (fuel, water, oil) and a driver, weighing at least 75 kilos normally sitting at the steering-wheel (or a ballast of the same weight occupying the same place)

c) Reverse gear: all vehicles must have a gearbox including a reverse gear, which must be in working order when the car starts the events and able to be operated by the driver when normally in his seat.

d) Compulsory automatic starter with electrical or other source of energy carried aboard the car and able to be controlled by the driver when normally in his seat.

e) Protection against fire: besides that already provided by Art. 125 of the International Sporting Code, the car shall be equipped with a general electric circuit-breaker either operating automatically or at the disposal of the driver.

f) Driver's seat liable to be occupied or left without it being necessary to open a door or remove a panel. Sitting at his steering-wheel the driver must be facing the road.

g) Attachment points for safety-belt, the use of such a belt being optional.

h) Coachwork: no part of the coachwork, with the exception of the safety roll bar, shall exceed in height a horizontal plane, 80 cm above the lowest point of the entirely sprung structure of the car.

Formulae 1 and 2

Behind the front wheels, the coachwork shall not exceed a maximum width of 110 cm (nevertheless, the exception provided for, hereafter, as regards lateral fuel tanks remains valid).

The coachwork ahead of the front wheels may be extended to an overall maximum width of 150 cm.

Nevertheless, any part of the coachwork ahead of the front wheels, exceeding an overall width of 110 cm, shall not extend above the height of the front wheel rims.

Formula 3

Behind the front wheels, the coachwork must not exceed a maximum width of 95 cm (nevertheless, the present exception provided for in Appendix J for lateral fuel tanks remains valid).

The coachwork ahead of the front wheels may be extended to an overall maximum width of 135 cm.

Nevertheless, no part of the coachwork ahead of the front wheels, exceeding an overall width of 95 cm, shall extend above the height of the front wheel rims.

For all Formulae: wheels shall be external to the coachwork.

The mounting of lateral fuel tanks is tolerated provided however they do not protrude beyond the vertical plane passing through the median line of the tyres.

The coachwork opening giving access to the cockpit must have the following minimal dimensions:

Length: 60 cm

Width : 45 cm, maintained over 30 cm from the most rearward point of the seat-backrest towards the front.

Moreover, the cockpit must be so conceived that the maximum time necessary for the driver to get in or out does not exceed 5 seconds.

Date of application of the minimal dimension figures required for the opening: 1st January 1971 for F3 and 1st January 1972 for F1 and F2.

i) Braking safety system which must include a double circuit operated by the same pedal and complying with the following:

— the pedal shall normally control the four wheels;
— in case of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal shall still control at least two wheels.

j) Filling port complying with the following requirements:

— the filling port(s) and their caps shall not protrude beyond the coachwork material;
— the opening shall have a sufficient diameter for allowing the air exhaust at the time of quick refuelling (in particular those done under pressure) and if necessary the breather-pipe connecting the tank with the atmosphere shall be such as to avoid any liquid leakage during the running.

k) Oil catch tank: the mounting of a tank(s) or device meant for collecting any oil spilling out of the engine and/or transmission is compulsory. This device shall have a minimum capacity of 3 litres for F1 vehicles and those of formula libre of a cylinder-capacity of more than 2,000 cc and a minimum capacity of 2 litres for vehicles of Formula 2 and 3 and of formula libre of a cylinder-capacity inferior or equal to 2,000 cc.

l) Exhaust pipes: the outlet orifices of the exhaust pipes, when directed horizontally to the rear, must be placed at a height of more than 30 cm and less than 60 cm above the ground. If they are not entirely covered by an element of the coachwork, they may not protrude by more than 25 cm beyond the overall length of the car.

m) No refuelling of lubricant is allowed for the whole duration of the event.

The filling ports of the oil tanks and radiators shall provide the possibility of affixing seals.

The leads sealing the filling port(s) of the lubricant tank(s) may not be removed at any time during the race.

The leads sealing the filling port(s) of the radiator(s) shall be in place at the start of the race, but may be removed at any pit-stop.

n) Safety devices: the safety devices and measures given hereafter must be complied with for racing cars of the international formulae and become mandatory at the indicated dates.

Roll-bars:

General considerations

1 — The basic purpose of such devices is to protect the driver if the car turns over or is involved in a serious accident. This purpose should always be borne in mind.

2 — Whenever bolts and nuts are used, they should be of a sufficient minimum

diameter, according to the number used. They should be of the highest possible quality (preferably aircraft). Square head bolts and nuts should not be used.

3 — One continuous length of tubing should be used for the main structure with smooth continuous bends and no evidence of crimping or wall failure.

4 — All welding should be of the highest possible quality with full penetration (preferably arc welding and in particular heliarc). Although good outside appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.

5 — Braces should preferably be of the same size tubing as used for the main structure.

6— For space-frame constructions it is important that crash-bar structures are attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll-bar to a single tube or junction of tubes. The roll-bar should be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame.

Considerable care should be attached to the necessary strengthening of the basic structure, for instance by adding reinforcement bars or plates so as to properly distribute the loads.

7— For monocoque constructions, consideration should be given to using a roll-bar hoop of 360 degrees completely around the inside of the car, and attached with suitable mounting plates. This type of roll-bar then becomes a substitute for the frame.

Dimensions: the dimensions of the roll-bars must be as follows: the minimum height must be at least 36 inches (92 cm) measured along the line of the driver's spine, from the metal seat to the top of the roll-bar. The top of the roll-bar must also be at least at 5 cm above the driver's helmet, when the driver is sitting in normal driving position.

The width must be at least 38 cm measured inside the roll-bar between the two vertical pillars of the sides. It must be measured at 60 cm above the metal seat on the perpendicular to the line of the driver's spine.

Strength: in order to obtain a sufficient strength for the roll-bar, two possibilities are left to the manufacturers:

a) the weight being that of the car in starting order (driver aboard, full tanks), the roll-bar must be able to withstand three simultaneously applied loads:
   — 1.5 G lateral,
   — 5.5 G fore and aft
   — 7.5 G vertical, the induced loads being carried over into the primary structure.

   A certificate signed by a qualified technician must be submitted to the Scrutineers of an event. It must be accompanied by a drawing or a photograph of the said roll-bar and state that this roll-bar can withstand the above mentioned loads.

b) the tubes and brace(s) must have a diameter of at least 1⅜ inch (3.5 cm) and at least 0.090 inch (2 mm) wall thickness. The material should be molybdenum chromium SAE 4130 or SAE 4125 (or equivalent in DIN, NF, etc.).

There must be at least one brace from the top of the bar rearwards at an angle not exceeding 60° with the horizontal. The diameter and material of the brace must be the same as those of the roll-bar itself.

In the case of two braces, the diameter of each of them may be reduced to 20/26 mm.

Removable connections between the main hoop and the brace must comply with drawings nos 10 and 11 of Art. 253 or with any other type approved by the FIA.

NB: As an indication, the following advice is given for the welding of steel SAE 4125 (25 CD 4, etc.).

This steel can be welded by oxy-acetylene. The welding-rod must be in A 50 steel (French aeronautical specification, AIR 9114 regulation) when no thermal treatment is carried out after welding.

As regards electric arc-welding with coated electrodes, it is necessary to use electrodes of the basic type having been previously kiln-dried at 350°C (682°F) during two hours.

The metal deposited by these electrodes may be either in carbon steel with sufficient characteristics (for example, electrode E444B of the French norm A81309—of the British norm 639-1719—of the American welding norm A23364-E60/E70) or in steel of the 25 CD4 type (electrode complying with the aeronautical specification AIR 9114: electrode AIR 85: R=75, E=60, A=13%; resilience: 107,000 psi; limits of elasticity: 85500 minimum; elongation: 13%—basic).

In all cases, the operators must be previously qualified and the post welding control should be carried out by dye penetrant testing or magnetoscopy.

Cables, lines and electrical equipment: except if the cables, lines and electrical equipment such as battery, fuel pump, etc., are in compliance with the requirements of the aircraft industry as regards their location, material and connections, they must be placed or fitted in such a way that any leakage cannot result in:

— accumulation of liquid,
— entry of liquid into the cockpit,
— contact between liquid and any electrical line or equipment.

Should the cables, lines or electrical equipment pass through or be fitted in the cockpit, they must be fully enclosed in a cover of a liquid-tight and fire-proof material.

Safety fuel tanks: Cars of the International Formulae 1, 2 and 3 must be fitted with safety fuel tanks complying with one of the three sets of specifications given hereafter, Art. 297.

Besides, fuel tanks must be filled with safety foam complying with the American military specifications Mil-B.83054—(Baffle material).

NB: As from 1.1.1972, the sole fuel tanks to be used for F1 cars are those complying with the FIA/Spec/FT3 specifications. The FIA/Spec/FT3 fuel tanks will be compulsory for F2 cars as from 1.1.1973.

Tank fillers and caps: it is recalled that on formula cars, the tank fillers and their caps must not protrude beyond the coachwork.

The caps must be designed in such a way as to ensure an efficient locking action which reduces the risks of an accidental opening following a crash impact or incomplete locking after refuelling.

The fillers must be placed away from points which are vulnerable in case of a crash. The air vents must be located at least 25 cm to the rear of the cockpit.

Electric circuit-breakers: it is recalled that as from 1st January 1969, the fitting of a general electric circuit-breaker, clearly indicated, will become mandatory for all cars taking part in speed races.

For Formula cars, this circuit-breaker must be indicated by a blue triangle with a spark and be easy of reach as well from inside as from outside the car.

Extinguishing system: All cars of the International racing formulae must be fitted with an extinguishing system conforming to Art. 273.

o) Conditions required for International Formula events

The following limits of distances are compulsory for all international formula races.

The superior limits are valid for all events admitting cars of International racing formulae.

The inferior limits are compulsory only for events counting towards an FIA Championship, Cup or Trophy.

	Length of 1 heat		Total length of event	1 heat-event	
	Min	Max	Max	Min	Max
F1	150	250	450	250	325
F2	100	175	325	200	250
F3	75	100	200	100	175

Art. 297.—Safety Fuel Tanks approved by the FIA

1—Generalities

Safety fuel tanks are made of a reinforced elastomer bladder manufactured to fit inside a smooth skinned surrounding structure.

2—Technical specifications

Three sets of specifications have up to now obtained FIA recognition. The FIA reserves its right to approve any other set of technical specifications after study of the dossier submitted by the manufacturer(s) concerned.

A—Specifications FIA/Spec/FT1

1—Material

The flexible tank skin must be manufactured from a woven fabric in polyamide, polyester or equivalent impregnated and coated with a fuel resistant elastomer.

2—Minimal physical properties of the finished bladder

— Tensile strength: 400 lbs min. Spec MIL-CCC-T-191b, method 5102;
— Tear strength: 25 lbs min. Spec MIL-CCC-T-191b, method 5134;
— Puncture test: 25 lbs min. Spec MIL-T-6396-C Article 4.5.17.

These physical properties must be maintained throughout all areas of the finished fuel cell, including seams, joints, and fittings.

B—Specifications FIA/Spec/FT2

1—Material

The flexible tank skin shall be manufactured from a fuel resistant elastomer, reinforced on the outside with a woven fabric in polyamide, polyester or equivalent.

2—Minimal physical properties of the finished bladder

— Tensile strength: 90 lbs min.;

— Ultimate elongation after failure of fabric Test: 400% min.: Spec MIL-CCC-T-191b Method 5102;
— Tear strength Test: 20 lbs min.: Spec MIL-CCC-T-191b Method 5134;
— Puncture test: 25 lbs min.: MIL-T-6396-C. Art. 4.5.17.

These physical properties must be maintained throughout all areas of the finished fuel cell including seams, joints and fittings.
— Thickness: 0.030" min.

C—Specifications FIA/Spec/FT3

1—Material

The flexible tank skin must be manufactured from a woven fabric in polyamide, polyester or equivalent impregnated and coated with a fuel resistant elastomer.

2—Minimal physical properties

— Tensile strength: 450 lbs min. Spec MIL-CCC-T-191b Method 5012;
— Tear strength: 50 lbs min. Spec MIL-CCC-T-191b Method 5134;
— Puncture test: 175 lbs min. Spec MIL-T-6396-C Article 4.5.17.

These physical properties must be maintained throughout all areas of the finished fuel cell, including seams, joints and fittings.

3—General remarks regarding fittings and connections

All fittings in elastomer shall be vulcanized on the skin and therefore be integral part of it.
All metal fittings shall be:
— either coated with elastomer and vulcanized on the skin,
— or integrated to the skin, by heating under pressure,
— or mechanically bound to the skin by a system of ring and counterring, the sealing being ensured either by a flat joint, or with an "O" ring.

In all cases, if there is a connection with bolts, it is recommended to fit steel inserts in the light alloy plates.
The hose clamp area of all nipple fittings shall be covered either with fabric, or with protection laths, in order to avoid cold flow of rubber when under clamp pressure.

4—Safety tank manufacturers recognized by the FIA

Entrants must use safety fuel tanks made by a manufacturer recognized by the FIA.
In order to obtain the FIA's agreement, a manufacturer must have proved the constant quality of its product and its compliance with the specifications approved by the FIA.
Safety tank manufacturers recognized by the FIA must undertake to deliver to their customers exclusively tanks complying with the norms approved. To this end, on each tank delivered there shall be a printed code indicating the name of the manufacturer, the exact specifications according to which this tank has been manufactured (FIA/Spec/FT1, FT2 or FT3) and the date of manufacturing.

5—Ageing of safety fuel tanks

The ageing of safety tanks entails a considerable reduction in the strength characteristics after approximately five years.
Therefore, all fuel cells must be replaced at the latest five years after the fabrication date indicated on the cell.

Fuel cells which are not codified such as to show their date of fabrication will be considered to date from before 1st January 1970.

6—List of recognized manufacturers

United States

Aero Tec Laboratories, 20 Beldon Place, Norwood, New Jersey 07648
Donn Allen Inc, 5730 Bankfield Drive, Culver City, California 90230
Firestone Coated Fabrics Co, 1200 Firestone Parkway, Akron, Ohio 44301
Goodyear Fuel Cell Labs, The Goodyear Tire & Rubber Company, Akron, Ohio 44316

France

Kléber-Colombes-division Marston, BP22, 4 rue Lesage Maille, 76-Caudebec-les-Elboeuf
Superflexit SA, 45 Rue des Minimes, 92 Courbevoie

Great Britain

FPT Industries Ltd, The Airport, Portsmouth, Hants
Marston Excelsior Ltd, Wobaston Rd, Wolverhampton, Staffs

Italy

Pirelli, Viale Rodi 15, Milano

Art. 298.—Commercial fuel.

a) **Fuel for all piston engines (reciprocating and rotary):** by "commercial fuel" to be used in motor car speed events, the Federation Internationale de l'Automobile intends to designate a "motor" fuel produced by an Oil Company and currently distributed at road refuelling stations throughout one same country.

May therefore be used, in all speed races for which the use of commercial fuel s compulsory, all commercial fuels of the country in which the event takes place, with no other additive except that of a lubricant of current sale which cannot increase the octane number, or water.

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.

b) **Fuel 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".

FORMULE LIBRE RACING CARS (Group 9)

Art. 299.—It is permitted to organize sporting competitions open to other racing cars than those defined in one of the previous Groups of Appendix J.

All specifications concerning the vehicles and particularly the limitations of the cylinder-capacity are in this case at the discretion of the promoters and it rests with them to list these specifications as clearly as possible in the Supplementary Regulations of the event, which anyway have to be approved by the National Sporting Authority answerable to the FIA.

However racing cars which do not comply with any of the International Racing Formulae, must for security reasons be in conformity with the following rules listed here-above under Art. 296, General prescriptions and definitions: e), i), j), k), l), m), n).

NB: The introduction of safety foam in safety fuel tanks is only compulsory if commercial fuel is used.

Liste d'homologation 1971

Par suite de la modification des groupes, la seule référence à considérer sur les fiches d'homologation précédemment éditées, est le numéro d'homologation—et non le numéro de groupe.

Homologation list 1971

Further to the modification of the groups, the only reference to be considered for the recognition forms previously issued, is the recognition number—not the group number.

Homologierungs-Liste 1971

Bei Änderungen oder Umgruppierung von Fahrzeugen soll stets auf die Homologierungs-nummer verwiesen werden und nicht auf die Nummer der FIA-Gruppe.

Lista delle omologazioni 1971

A seguito delle modifiche dei gruppi, l'unico riferimento da considerare sulle schede di omologazione precedentemente emesse é il numero di omologazione e non quello del gruppo.

Liste générale des modèles homologués pour l'année 1971

General list of recognized cars for 1971

Liste der homologierten Fahrzeuge 1971

Lista generale dei modelli omologati per l'anno 1971

La présente Liste Générale des Modèles Homologués pour l'année 1971 est arrêtée au 31 décembre 1970. Les addenda périodiques à cette liste, qui paraîtront au cours de l'année 1971, seront publiés dans le Bulletin Sportif mensuel de la FIA.

This general list of recognized cars for 1971 has been established on 31st December 1970. Periodical addenda to this list, published during 1971, may be found in the monthly FIA Motorsport Bulletin.

Die vorliegende Liste der homologierten Fahrzeuge 1971 ist am 31. Dezember 1970 aufgestellt worden. Periodische Nachträge zu der im Jahre 1971 veröffentlichten allgemeinen Liste sind in den monatlichen FIA—Autosport—Mitteilungen zu finden.

Questa lista generale di modelli omologati per l'anno 1971 é aggiornata al 31 dicembre 1970. Aggiornamenti periodici saranno pubblicita sul Bollettino Sportivo mensile della FIA.

Groupe I—Voitures de Tourisme de Série (Homol No 5000 et suite)

Group I—Series Production Touring Cars (Homol No 5000 and onwards)

Gruppe I—Serien-Tourenwagen (Homol Nr 5000 usw)

Gruppo I—Vetture Turismo di Serie (Dal nr Omol 5000 in su)

(CS)

SKODA

5109 1000 MB 1966 (988)
5171 1000 MBG (988)
5229 S 1100 MB (1107)
5311 S 100 (988)
5312 S 110 L (1107)

(D)

AUTO UNION

5065 Audi (1696)
5143 Audi 80 (1696)
5150 Audi Super 90 (1760)
5187 Audi 68 (1696)
5294 Audi 100 (1760)
5307 Audi 60 (1496)

BMW

5001 1800 TI (1773)
5117 1600—2 (1573)
5120 2000 (1990)
5141 2000 TI (1990)
5144 2000 CS (1990)
5217 1600 TI (1573)
5258 2002 (1990)
5267 1800/68 (1766)
5268 2500 (2494)
5308 2800 (2780)
5331 2002 TI (1990) 920 kg

DAIMLER BENZ

5051 Mercedes 200 (1988)
5052 Mercedes 200 D (1988)
5053 Mercedes 230 (2306)
5054 Mercedes 230 S (2306)
5066 Mercedes 250 S (2496)
5067 Mercedes 250 SE (2496)
5218 200 (1988)
5219 220 (2197)
5220 230 (2292)
5221 280 S (2778)
5222 220 D (2197)
5223 200 D (1988)
5224 250 (2496)
5225 280 SE (2778)
5352 250 CE (2496)

FORD (KÖLN)

5238 P7/17M (1699)
5239 P7/17M (1498)
5240 P7/20M (1998) 1100 kg
5241 P7/20M (2293) 1100 kg
5269 P6/15M-15MTS (1699)
5295 Capri 1.3L (1298)
5296 Capri 1.5L (1498)
5297 Capri 1.7L (1699)
5298 Capri 2.3L (2293) 950 kg

NSU

5002 Prinz 1000 L/S (996)
5055 Sport Prinz Type 41 (598)
5056 Prinz 4/Type 47 (598)
5068 Type 110 (1085)
5114 1000 TT (1085)
5127 110/S-SC (1177)
5226 TT 1200 (1177)

OPEL

5008 Kadett (1078)
5009 Kadett Coupé (1078)
5118 Rekord (1492)
5121 Rekord 1700/1900/1900 "S" (1698 ou 1897)
5145 Rallye-Kadett (1078)
5169 Rekord Coupé (1698 ou 1897)
5170 Commodore (2490 ou 2239)
5188 Rekord/Rekord L (2239)
5209 Rallye Kadett LS (1897)
5210 Rallye Kadett LS (1078)
5242 Commodore GS/GSE (2490)
5243 Rekord Sprint (1897)
5244 Kadett-B-Coupé F Rallye (1897)
5362 Kadett 1900 (1897)

VOLKSWAGEN

5010 1600 TL (1584)
5064 1300 (1285)
5076 1600 Karmann Ghia Type 34 (1584)
5119 1500 Type 1 (1493)
5146 1200 (1192)
5189 1200 modèle 1968 (1192)
5190 1300 modèle 1968 (1285)
5191 1500 modèle 1968 (1493)
5192 1600 modèle 1968 TL (1584)
5200 1600 modèle 1968 EL (1584)
5257 411 (1679)
5330 411 E (1679)

NB: Le premier numéro donne la référence d'homologation FIA. Le nombre entre parenthèses indique la cylindrée du véhicule. Le poids, éventuellement mentionné, annule et remplace le poids indiqué sur la fiche d'homologation FIA à la rubrique No 9.

The first figure is the FIA recognition reference number. The figure between brackets indicates the engine capacity of the vehicle. The weight, if mentioned, cancels and replaces the weight given on the FIA recognition form under No 9.

Die erste Ziffer ist die Homologationsnummer der FIA. Die in Klammern angegebene Ziffer gibt den Hubraum des Fahrzeugs an. Falls ein Gewicht angegeben ist, so annuliert und ersetzt es das auf dem FIA Homologationsblatt under No 9 angegebene Gewicht.

Il primo numero é quello dell'omologazione FIA. Il numero tra parantesi indica la cilindrata del motore. Il peso, se indicato, annulla e sostituisce quello segnato sulla scheda di omologazione FIA all'articolo 9.

5332 181 (1493)
5363 1302 (1285)
5364 1302 S (1584)

AWE EISENACH
5078 Wartburg 312 (992)
5116 353 (992)

SACHSENRING
5142 Trabant P 601 (594)

(E)

AUTHI-BMC
5266 Morris 1100 (1098)

FASA RENAULT
5079 R8 (956)

SEAT
5080 1500 (1481)
5081 600 D (767)
5180 850 Coupé (843)
5270 124 (1197)
5271 850 Berlina S (843)
5328 124-5 puertas (1197)
5329 1430 (1438)
5334 850 Sport Coupé (903)

SIMCA-BARREIROS
5245 1000 (944)

(F)

CITROEN
5030 DS 21 (2175)
5033 2CV AZ (424)
5034 Ami 6 (602)
5130 DS 19 A (1985)
5131 ID 19 Série B (1985)
5181 Dyane (424)
5259 ID 20 (1985)
5277 Ami 6 (602)
5278 Dyane 4 (435)
5279 Dyane 6 (602)
5299 DS 20 (1985)
5325 D Special (1985)
5338 DS 21 Injection (2175)

PANHARD
5029 24 CT (848)

PEUGEOT
5039 404 Carburateur (1618)
5040 204 (1130)
5041 404 Injection (1618)
5082 404 Diesel (1948)
5083 204 Break (1130)
5153 204 Coupé (1130)
5182 404/8 (1468)
5260 504 (1796)
5280 504 Injection (1796)
5326 304 (1288)
5353 204 Break Diesel (1255)

RENAULT
5084 R 1095 Dauphine Gordini (845)
5085 R 1120 R 4 Luxe (747)
5086 R 1123 R 4 Export (845)
5087 R 1130 R 8 (956)
5088 R 1132 R 8 Major (1108)
5089 R 1133 Caravelle (1108)
5090 R 1150 R 16 (1470)
5091 R 1190 R 10 (1108)
5175 R 8 Gordini (1255)
5227 R 16 TS (1565)
5261 R 6 (845)
5281 R 1136 R 8S (1108)

SIMCA
5037 1000 Type SD (944)
5122 1301 (1290)
5123 1501 (1475)
5183 1100 Type DB (1118)
5262 1000 Type EB (944)
5263 1000 Special (1118)
5264 1501 Special (1475)
5282 SIM'4 Type EA (777)
5283 1100 LS (944)
5327 1100 Break (1118)
5365 1100 Special (1204)

(GB)

AUSTIN
5021 1800 (1798)
5027 Mini (848)

BLMC
5284 Mini 1000 (998)
5324 Austin Maxi (1485)
5333 Triumph 2.5 PI (2498)
5335 1300 GT (1275)

COOPER (BMC)
5013 Mini Cooper (998)
5028 Mini Cooper "S" (1275)

FORD MOTOR CO
5024 Cortina GT (1499)
5112 Zodiac Mk IV (2994)
5132 Cortina modèle 1967 (1297)
5133 Cortina GT modèle 1967 (1499)
5147 Corsair 2000 E (2000)
5176 Lotus Cortina 1967 (1558)
835 kg

5184 Cortina 1600 E (1599)
5185 Cortina 1600 GT (1599)
5211 Escort GT (1297) 770 kg
5213 Escort Super (1297)
5214 Escort de Luxe (1098)
5256 Escort (940)
5300 Capri 1300 (1298)
5301 Capri Super 1600 (1599)
5302 Capri Super 2000 (1996) 920 kg
5336 Capri 3 litre (2994)

HILLMAN
5016 Mk II Imp de Luxe/Super Imp (875)
5134 Hunter Saloon (1724)

HILLMAN/SINGER
5160 Californian/Chamois Coupé (875)
5231 Minx/Gazelle (1496)

HUMBER
5230 Sceptre (1724)

JAGUAR
5017 3.8 "S" Type Saloon (3781)
5019 3.8 Mk II Saloon (3781)

MG
5020 1100 (1098)

MORRIS
5026 Mini Minor (848)
5162 1800 (1798)

ROVER
5014 2000 (1980)
5092 3 Litre (2995)
5135 2000 TC (1980)
5285 P5B 3.5 Litre (3531)
5286 3500 (3531)

SINGER
5022 Chamois Mk II (875)
5136 Vogue (1724)

STANDARD TRIUMPH
5015 T 2000 (1998)
5093 Herald 12/50 (1147)
5094 Vitesse 1600 (1596)
5113 1300 (1296)

SUNBEAM/SINGER
5161 Chamois Sport (875)

VAUXHALL
5096 Cresta/Cresta de Luxe (3294)
5097 Victor VX 4/90 1966 (1595)
5137 Viva/Epic "SL 90" modèle 1967 (1159)
5138 Viva/Epic de Luxe modèle 1967 (1159)
5186 Victor 2000 modèle 1968 (1975)
5212 Victor 1968 (1599)
5233 Ventora (3294)
5303 Viva/Epic de Luxe 90 (1159)

(I)

ALFA ROMEO
5046 Giulia Super (1570)
5047 Giulia 1300 (1290)
5048 Giulia Sprint GT (1570)
5050 Giulia 1600 TI (1570)
5098 1300 TI (1290)
5126 Giulia Sprint GT Veloce (1570)
5148 Giulia GT 1300 Junior (1290)
5215 1750 Berlina (1779)
5287 Giulia 1600S (1570)

AUTOBIANCHI
5099 Primula 109 (1221)
5237 Primula 109 C (1197)
5309 A.111.A (1438)
5340 A.112 (903)

FIAT
5057 500 Type 110 F (499)
5058 600 D (767)
5059 850 Berline (843)
5060 850 Coupé (843)
5061 1500 Berline (1481)
5100 1100R (1089)
5102 2300 (2279)
5110 124 (1197)
5165 124 Coupé Sport (1438)
5166 125 (1608)
5216 850 Special (843)
5232 850 Sport Coupé (903)
5254 125 Special (1608)
5255 124 Special (1438)
5304 128 (1116)
5341 124 Coupé 1600 (1608)

INNOCENTI
5103 Mini Minor (848)
5164 Mini Cooper (998)
5291 Mini Minor Mk II (848)
5292 Mini Cooper Mk II (998)

LANCIA
5043 Flavia Coupé (1800)
5044 Fulvia 2 C (1091)
5168 Fulvia GT (1216)

(J)

DIAHATSU KOGYO K.K.
5354 Fellow Max L38 (356)

FUJI
5178 A 12 Subaru 1000 (977)
5305 FF1 A14 (1088)
5315 Subaru R2 (356)
5370 A15 Subaru (1267)

HINO
5062 Contessa 1300 (1251)

HONDA
5063 S 600 (606)
5179 N 360 (354)
5234 N 600 (598)

ISUZU
5149 PR 20—Bellet 1500 (1471)
5235 PA 20 Florian (1584)

MITSUBISHI
5155 A-81—Colt 1000 F (997)
5156 A-21—Colt 1100 (1088)
5342 Minica A100 (359)
5343 Minica A 101 (359)
5344 Minica A 101 GSS (359)
5345 Colt Galant A 51 (1289)
5346 Colt Galant A 52 (1499)
5347 Colt Galant A 52 GS (1499)
5351 Colt 11 S A 82 SS (1088)

NISSAN
5104 Cedric P 130 (1973)
5265 Datsun P 510 (1595)
5355 Datsun P 510-1600 SSS (1595)
5356 Sunny B 110-1200 (1171)

TOYO-KOGYO
5316 Mazda 1800 Luce (1796) 1025 kg
5348 Mazda 1200 MTK (1169)
5349 Mazda 1200 STA (1169) 755 kg

TOYOTA
5115 UP 20 Publica (790)
5124 Corona RT 40 (1490)
5157 KE 10 Corolla (1077)
5236 Corolla Sprinter KE 15 (1077)
5288 Corona RT 72 S (1858)
5306 Corolla KE 15 S (1077)
5317 Publica KP 30 (993)
5318 Corolla KE 11 (1166)
5319 Corolla Sprinter KE 17 (1166)
5320 Corona Mk II SL RT 60 S (1591)
5321 Corona Mk II SL-Hard Top RT 70 S (1591)
5322 Corona Mk II 1900 RT 62 K (1858)
5323 Corona Mk II 1900-Hard Top RT 72 K (1858)
5357 Corona 1600 SL RT 82 S (1591)
5358 Corona 1500 RT 80 DK (1490)
5359 Corolla Coupé SL KE 25 S (1166)
5360 Corolla KE 20/KE 25 (1166)
5366 Corona RT 61 DK/61 S (1707)
5367 Corona RT 71 K/71 S (1707)

(NL)

DAF
5105 Daffodil 1966 (746)
5228 55 (1108)

(PL)

F.S.O.
5154 Syrena 104 (842)
5246 Polski Fiat 125P (1294)
5361 Polski Fiat 125P (1481)

(S)

SAAB
5106 96 Sedan 1966 (842)
5125 Sedan V4 (1498)

VOLVO
5012 122 S—2 portes (1778)
5151 144 S (1778)
5152 123 GT (1778)
5208 142 S (1778)
5289 142 S (1986)
5290 122 S (1986)
5313 122 S B20 (1986)
5314 142 S B20 (1986)

(SU)

MOSKVICH
5111 408 (1360)
5350 412 (1478)

ZAPOROJETZ
5247 ZAZ 965 A (887)

(USA)

CHEVROLET
5158 Camaro 12437 (5735)
5201 Camaro 12437 (6492)
5293 Camaro Z28 (4956)

5310 Camaro 70-350 (5772) 1520 kg
5368 Véga Sedan (2995)
5369 Véga Coupé (2995)

CHRYSLER PLYMOUTH
5159 Barracuda (6286)
5337 Cuda 340/426/440 (5558-6976-7208)

FORD
5128 1967 Mustang Hardtop (4740)
5129 1967 Mustang Hardtop (6393)
5205 Mustang 302 (4949)
5206 Mustang 390 (6384)
5207 Mustang 427 (6982)
5248 Mustang F/back 69 302 (4949) 1450 kg
5249 Mustang F/back 69 351 (5771) 1485 kg
5250 Mustang F/back 69 428 (7003) 1565 kg
5251 Mustang H/top 69 302 (4949) 1345 kg
5252 Mustang H/top 69 351 (5771) 1485 kg
5253 Mustang H/top 69 428 (7003) 1565 kg
5272 Torino Fastback 69 428 (7003)
5273 Mustang Boss 69 302 (4949) 1450 kg

LINCOLN-MERCURY
5202 Cougar 302 (4949)
5203 Cougar 390 (6384)
5204 Cougar 427 (6983)
5274 Cougar 351 (5771) 1525 kg
5275 Cougar 428 (7003)
5276 Cyclone 428 (7003)

Groupe II—Voitures de Tourisme Spéciales (Homol No 1000 et suite)
Group II—Special Touring Cars (Homol No 1000 and onwards)
Gruppe II—Spezial-Tourenwagen (Homol Nr 1000 usw)
Gruppo II—Vetture Turismo Speciale (Dal nr Omol 1000 in su)

(A)

STEYR-PUCH
1200 500 D/500 DL (493)
1259 650 T (643)
1289 650 TR (659)

(AUS)

AUSTIN AUSTRALIA
1160 Freeway (2433)

FORD AUSTRALIA
1123 Falcon de Luxe Sedan (2366)

HOLDEN
1246 Série EH (2930)
1401 Série HD (2440) ou (2930)

MORRIS AUSTRALIA
1161 Major Elite (1622)

WOLSELEY AUSTRALIA
1162 24/80 (2433)

(B)

VOLGA
1210 Volga Diesel (2286)

(BR)

SIMCA DO BRASIL
1211 Vedette Rallye Especial (2432)
1361 Chambord (2414)
1362 Tufao Rallye (2505)

(CS)

SKODA
1254 Octavia 1963 (1089)
1255 Octavia Super 1963 (1221)
1256 Octavia TS 1200 (1221)
1328 1202 STW (1221)
1498 1100 MB (1107)

TATRA
1219 T 2 603 (2474)

(D)

AUTO UNION
1284 DKW F 102 (1175)
1285 DKW F 94 P (980) (Vémag-Brésil)

BMW

1233 1800 (1773)
1347 1600 (1573)
1448 2000 CA (1990)
1558 2800 CS Autom. (2788)
1585 2800 CS (2788)

DAIMLER-BENZ

1436 300 SE modèle 1966 (2996)
1559 300 SEL 6.3 (6289)

FORD (KÖLN)

1234 Taunus 12 M P 4 (50CV) (1498)
1383 Taunus 17 M P 5 (1498)
1384 Taunus 17 M P 5 (1696)
1385 Taunus 20 M P 5 (1998)
1441 Taunus P 6/15 M (1498)
1500 P 7 (2300 S) (2293)
1567 Capri 2 Litres (1998)
1584 P 7 2600 S (2551)

HANS GLAS

1392 1700-112 (1682)
1433 1304 TS (1300)

NECKAR

1339 116 1500 TS Limousine (1481)

NSU

1313 Prinz 1000 L (996)
1488 1000 TTS (996)

OPEL

1271 Rekord Coupé (1680)
1378 Diplomat V8 (4638)
1568 Rekord C-L6 (2239)
1596 Kadett B 1500 (1498)
1597 Commodore 2800 (2784)

VOLKSWAGEN

1398 1300 (1285)

A.W.E. (Automobil Werk Eisenach)

1213 311 (992)

AUTOMOBILWERKE ZWICKAU VEB

1212 P 60 Trabant (594)

(E)

AUTHI-BMC

1553 MG 1300 (1275)
1554 MG 1100 (1098)
1555 Morris Mini (1275)
1556 Morris 1300 (1275)

FASA RENAULT

1560 R 8 S (1108)

SEAT

1463 850 (843)

(F)

CITROEN

1564 Mehari (602)

PEUGEOT

1291 404C Coupé à injection (1618)
1293 404 L Familiale (1618)
1294 404 U 6 D Commerciale (1815)
1295 404 U 6 Commerciale (1468)
1296 404 L D Familiale Grand Luxe Diesel (1815)
1601 504 Coupé (1796)
1602 504 Cabriolet (1796)

RENAULT

1367 R 8 Gordini (1108)

SIMCA

1276 SB 1000 Coupé (944)

(GB)

AUSTIN

1096 A 110 Westminster (2912)
1064 Seven Countryman (848)
1119 A 60 Cambridge (1622)
1178 A 40 Mk II (1098)
1238 1100 (1098)

BLMC

1587 Mini 1275 GT (1275)

FORD MOTOR CO

1218 New Anglia (997)
1524 Escort Twin Cam (1558)
1605 Escort R S 1600 (1601)

HUMBER

1387 Super Snipe V (2965)

JAGUAR

1010 2.4 litres Mk II (2483)
1011 3.4 litres Mk II (3442)

MG
1125 Magnette Mk IV (1622)
1134 MG 1100 (1098)
1523 MG 1300 (1275)

MORRIS
1094 Oxford Mk VI (1622)
1135 1100 (1098)
1197 Minor 1000 (1098)

RILEY
1114 4-72 (1622)

ROOTES
1588 Hillman GT Saloon (1724)

ROVER
1113 Land Rover 88 et 109 2¼ L Diesel (2286)

STANDARD TRIUMPH
1468 Vitesse 2 litre (1998)

SUNBEAM
1458 Rapier Series V (1724)
1490 Stiletto Sport Coupé (875)
1518 Rapier (1724)

VAUXHALL
1371 Victor 101 (1595)
1533 Viva GT (1975) 930 kg
1534 Viva 1600 SL (1599)
1569 Viva 1600 De Luxe (1599)

VANDEN PLAS
1118 Princess Mk II (2912)

WOLSELEY
1112 16/60 (1622)
1120 6/110 (2912)

(I)

ABARTH
1469 Fiat Abarth 695 SS (690)
1470 Fiat Abarth 595 (594)
1486 Fiat Abarth 1000 Berlina (982)
1487 Fiat Abarth 850 TC (847)

ALFA ROMEO
1146 2600 Sprint (2584)
1267 Giulia TI Super (1570)
1557 1300 GTA (1290)
1565 1750 GT Veloce (1779)
1576 1750 GT Am. (1779)

AUTOBIANCHI
1459 Primula Coupé (1221)
1545 Primula Coupé 109C (1438)

FIAT
1145 2300 S Coupé (2279)
1227 2300 Lusso (2279)
1491 Dino Coupé (1986)

GIANNINI
1504 Fiat Giannini 500 TV (499)
1548 590 GT (586)

INNOCENTI
1372 I 4 (1098)

LANCIA
1187 Flavia (1500)
1242 Flavia Berline 1800 (1800)
1301 Flaminia Pininfarina (2775)
1302 Flavia Pininfarina (1800)
1303 Flavia Zagato (1800)
1471 Flavia Sport (1800)

(J)

DIAHATSU KOGYO K.K.
1382 Compagno Berlina (797)
1426 F40 Compagno Berlina 1000 (958)
1442 F 402—Compagno Berlina 1000 (959)

FUJI
1316 Subaru 360 (356)
1443 Subaru 1000 (977)
1529 Subaru 1000 Sport Sedan (977)
1570 Subaru A14Z Sports Sedan (1088)

HINO
1413 Contessa 1300 Coupé (1251)
1416 Contessa 1300 S (1251)
1444 Contessa 1300 Coupé L (1251)

HONDA
1374 S 500 (531)
1404 S 600 Coupé (606)
1577 H 1300 (1298)
1603 H 1300 Coupé (1298)

ISUZU
1417 Bellet 1600 GT (1579)
1427 PR 20 S Bellet S (1471)
1474 PR 20 S—Bellet 1500 Sport modèle 1967 (1471)
1475 PR 91—Bellet 1600 GT (1584)
1592 Florian TS PA 20 SD (1584)

1593 Bellet 1600 PR 50 SD (1584)
1594 Bellet 1600 GT PR 91 (1584)
1595 Bellet 1600 OHC 50 SD (1584)
1604 Bellet 1600 GTR PR 91 W (1584)

MITSUBISHI

1312 Colt 1000 (997)
1445 Colt 1500 (1498)
1483 A-21 ES—Colt 1100 Sporty de Luxe (1088)
1484 A-22—Colt 1500 Sports Sedan (1498)
1535 A23 Colt (1189)
1536 A82 Colt (1088)
1537 A27 Colt (1498)

NISSAN

1405 Bluebird Sports Sedan (1299)
1406 Datsun Bluebird 1300 (1299)
1429 R 411 Datsun Bluebird (1595)
1430 H 130 Cedric (1998)
1446 Datsun Bluebird R (L) 411 (1595)
1476 S 54 B—3 (1988)
1477 Datsun Bluebird P (L) 411 TK (1299)
1485 Datsun Bluebird R (L) 411 (1595)
1493 Datsun Bluebird P 510 (1595)
1494 Datsun Bluebird 510 (1296)
1495 Datsun Sunny B (L) 10 (988)
1538 Datsun Sunny KB (L) 10 (988)
1539 C (L) 10 Skyline (1483)

PRINCE MOTORS

1402 Skyline GT (1988)
1431 S 54 1-2 Skyline GT (1988)

SUZUKI

1323 Suzulight Fronte (356)
1496 Fronte 360 LC-10 (U) (356)

TOYO KOGYO CO

1304 Mazda Carol 360 PD (358)
1305 Mazda Carol 360 PD (20 PS) (358)
1307 Mazda Carol R 360 Coupé (358)
1308 Mazda Carol 600 (586)
1397 Mazda Familia SS (782)
1428 Mazda Familia "S" (782)
1439 Mazda Familia Coupé (985)
1531 Mazda SPB Familia Sedan (987)
1541 M10A Familia Rotary Coupé (2× 491)

TOYOTA

1381 Toyopet Corona (1491)
1418 Toyopet Corona Hardtop S (1587)
1419 Toyopet Corona Hardtop (1490)
1420 Toyopet Corona 1600 S (1587)
1421 Toyopet Crown de Luxe (1938)
1514 RT 55—1600 GT (1587)
1543 Corolla KE 10 (1077)
1544 Corona Hardtop S (RT54) (1591)
1571 Publica SL KP 30 S (1077)
1579 Publica SL KP 31 S (1166)
1580 Corolla SL KE 11 S (1166)
1581 Corolla Sprinter SL KE 17-S (1166)
1582 Corona Mk II Hardtop GSS-RT 75 M (1858)

(NL)

DAF

1461 44 (844)

(PL)

USINE DE VARSOVIE (FSO)

1260 Syrena 103-S (992)

(RA)

AUTO UNION (Santé Fé)

1403 AU 1000 S (980)

CHEVROLET ARGENTINA

1437 Super 1966 (3769)
1480 Super 1967 (3769)
1598 Chevy SS (4097)

CHRYSLER FEVRE

1438 Valiant III (3687)
1479 Valiant IV (3687)
1574 Dodge GT (3687)

FIAT CONCORD

1400 Berlina 1500 C (1481)
1481 Berline 1500 (1481)
1482 Coupé 1500 (1481)

FORD ARGENTINA

1346 Nuevo Falcon (2786)
1546 Falcon (3064)
1575 Fairlane (4785)
1599 Falcon 70 (3081)
1600 Fairlane 70 (4785)

KAISER

1489 Torino PF 622 (3770)

1520 Torino 380 W (3770)
1521 Torino 300 S (2996)

PEUGEOT SAFRAR
1341 403 (1467)
1522 404 (1618)
1578 504 (1657)

RENAULT IKA
1334 Gordini IKA (845)

(S)

SAAB
1432 Special (841)

VOLVO
1092 122—4 portes—(1778)

(SU)

USINE DE MOSCOU
1282 Moskvich 403 (1360)

USINE DE GORKI
1281 Volga M21 M (2445)
1547 Volga M24 (2445)

(TR)

OTOSAN
1572 Anadol A1 (1298)

(USA)

AMERICAN MOTORS
1465 Rambler-American (4753)
1505 1968 Javelin (4753)
1586 Javelin 304 (4982)

CHEVROLET
1353 Corvair Corsa (2687)
1415 1966 Chevy II (4637)
1449 Camaro (4956)

CHRYSLER
1249 Valiant VV 2 (4340)
1331 Barracuda (4481)
1453 Barracuda 1967 (4481)
1526 Barracuda 340 S (5567)

DODGE
1332 Dart (4481)
1452 Dart modèle 1967 (4481)
1527 Dart 340 S (5567)

FORD
1509 Mustang 289 (4740)
1512 Fairlane 1967 (6982)
1513 Torino 1968 (6982)
1561 Talladega 428 (7003)
1562 Mustang Boss 302 Gr. II (4949)
1589 Boss 302 70 (4949)
1590 Boss 429 70 (7031)
1591 Cleveland 351 (5752)

LINCOLN-MERCURY
1354 Comet Cyclone 2 doors hardtop (4737)
1455 Cougar (4737)
1506 Cougar 289 (4740)
1563 Eliminator 302 (4949)

PONTIAC
1379 Tempest Le Mans GTO (6373)
1528 Firebird 22337 (4956)

Groupe III—Voitures de Grand Tourisme de Série (Homol No 3000 et suite)

Group III—Series Production Grand Touring Cars (Homol No 3000 and onwards)

Gruppe III—Serien-Grand-Tourisme-Wagen (Homol Nr 3000 usw)

Gruppo III—Vetture Gran Turismo di Serie (Dal nr Omol 3000 in su)

(D)

OPEL
3012 GT 1900 (1897)
3013 GT 1100 (1078)

PORSCHE
3003 912 (1582)
3011 911 E/911T (2195)
3025 911 S (2195)

VOLKSWAGEN
3004 914/4 (1679)

(F)

ALPINE
3035 A110-1600 (1565)
PEUGEOT
3032 304 Coupé (1288)
3033 304 Cabriolet (1288)
SIMCA
3018 1200 S Coupé (1204)

(GB)

BLMC
3010 Triumph TR6 (2498)
3014 Midget Mk III (1275)
3015 Sprite (1275)
3016 MGB (1798)
3017 MGB GT (1798)
LOTUS
3026 Elan+2 (1558)
3027 Elan (1558)
3028 Europa (1470)

(I)

ALFA ROMEO
3008 Spider 1300 (1290)
3009 1750 Spider Veloce (1779)
3034 JZ 1300 (1290)
FIAT
3007 124 Sport Spider (1436)
3019 850 Sport Spider (903)
3029 124 Spider 1600 (1608)
FRANCIS LOMBARDI
3030 850 Grand Prix (843)
LANCIA
3001 Fulvia Coupé (1216)
3002 Fulvia Rallye 1.3 (1298)
3006 Fulvia 1.6 HF (1584)
3020 Fulvia 1.3 S (1298)
3024 Fulvia 1.3 HF (1298)
3031 Fulvia Sport 1.3 (1298)

(J)

ISUZU
3021 117 Coupé PA 90 (1584)
NISSAN
3022 Fairlady ZS 30 (1998)
3023 Datsun Sport H(L) S30 (2394)

Groupe IV—Voitures de Grand Tourisme Spéciales
(Homol No 500 et suite)

Group IV—Special Grand Touring Cars
(Homol No 500 and onwards)

Gruppe IV—Spezial-Grand-Tourisme-Wagen
(Homol Nr 500 usw)

Gruppo IV—Vetture Gran Turismo Speciale
(Dal nr Omol 500 in su)

(D)

BMW
596 1600 GT (1573)
DAIMLER BENZ
536 Mercedes 230 SL (2306)
570 Mercedes 250 SL (2496)
597 Mercedes 280 SL (2778)
HANS GLAS
521 1300 GT (1300)
NSU
522 56 Spider (2×497,5)

PORSCHE

503 911 65 (1991)
547 911 S (1991)
577 911 T (1991)
578 911 S Targa (1991)
579 911 L Targa (1991)
580 912 Targa (1582)
606 912 69 (1582)
607 911 T 69 (1991)
608 911 S 69 (1991)
609 911 E 69 (1991)
626 914/6 (1991)

VOLKSWAGEN
537 1300 Karmann Ghia Type 14 (1285)
548 1500 Karmann Ghia Type 1 (1493)
581 VW 1500 Karmann Ghia (1493)

(F)

ALPINE
546 A 110-1100 (1108)
585 A 110-1300 (1296)

MATRA-SPORTS
510 MB 8 Djet 5 (1108)
556 Djet 5 S (1108)
574 Djet 6 MB 8 SS (1255)

PEUGEOT
558 204 Cabriolet (1130)

(GB)

AUSTIN-HEALEY
524 Sprite Mk III (1098)
525 3000 Mk III (2912)

ASTON MARTIN
559 DB 6 (3995)

HILLMAN
526 Imp/Chamois 998 (998)

JAGUAR
506 4.2 E Type (4235)
545 4.2 E Type 2+2 (4235)
618 4.2 E Type 2+2 S II (4235)
619 4.2 E Type S II (4235)

MG
505 Midget Mk II (1098)
589 MGC-GT (2912)

SUNBEAM
509 Tiger (4261)
555 Alpine V et GT (1724)

TRIUMPH
528 TR 4A (susp. AR indép.) (1998 ou 2138)
529 TR 4A (essieu AR rigide) (1998 ou 2138)
530 Spitfire Mk II (1147)
553 GT 6 (1998)
561 Spitfire Mk III (1296)
575 TR 250 (2498)
576 TR 5 (2498)
605 GT 6 Mk II (1998)

(I)

ABARTH
539 Fiat Abarth 1000 OTS Coupé (982)

ALFA ROMEO
512 Giulietta Sprint (1290)
543 Giulia Spyder (1570)
625 Giulia Sprint GTA (1570)

BERTONE
604 850 Sport Racer Berlinetta (903)

FERRARI
518 330 GT (3967)
519 275 GTB (3286)

FIAT
540 850 Spider (843)
563 Fiat-Dino Spider (1986)

ISO
587 Iso Rivolta 300 Coupé (5338)

VIGNALE
595 124 Coupé Vignale (1197)

(J)

DIAHATSU KOGYO
541 F 40 K Compagno Spyder (958)

HONDA
542 S 800 (791)
549 S 800 A (791)
564 S 800 CA (791)

NISSAN
531 Datsun Sports 1600 (1595)
566 Datsun Sport SR (L) 311 (1982)
567 Datsun Sport SP (L) 311 (1595)

TOYOTA
533 Publica Sports 800 (790)

(S)

VOLVO
544 1800 S (1778)

SAAB
598 Sonett V4 (1498)

(USA)

AMERICAN MOTORS

602 AMX 2 Hardtop (4752)
603 AMX 2 Hardtop (6391)

CHEVROLET

523 Corvette 19437 Coupé (6997)
582 Camaro 396 (6492)
583 Corvette Sting Ray (6997)
586 Corvette 327 (5359)
610 Camaro 427 (6997)

CHRYSLER-PLYMOUTH

535 Barracuda GT (5211)

SHELBY AMERICAN

504 GT 350 (4727)
551 1967 GT 350 (4740)
552 1967 GT 500 (6987)
612 Cobra GT 350-302 (4949)
613 Cobra GT 350-351 (5771)
614 Cobra GT 350-428 (7008)

Groupe V—Voitures de Sport (Homol No 000 et suite)
Group V—Sports Cars (Homol No 000 and onwards)
Gruppe V—Sportwagen (Homol Nr 000 usw)
Gruppo V—Vetture Sport (Dal nr Omol 000 in su)

(D)

FORD (KÖLN)

227 Taunus P-5 Hardtop (2111)

PORSCHE

226 Carrera 6 (1991)
249 910 (1991)
250 917 (4494)

(F)

ALPINE

193 A 110-1100 L (1108)

PEUGEOT

140 404 C (à carburateur) moteur 5 paliers cabriolet super luxe (1618)
141 404 C (à injecteur) moteur 5 paliers cabriolet coupé super luxe (1618)

(GB)

CHEVRON

244 GT 2 litre (1990)
255 B 16 (1790)

FORD

224 GT 40 (4736)

GINETTA

132 G4 (997)

LAYTON (TVR)

206 Griffith 200 (4727)
237 Mk IV 1800 S (1798)

LOLA

240 T 70—Mk III (4965)

LOTUS

238 47 (1599)

MARCOS

242 Mini Marcos GT 1300 (1275)

MORGAN

128 Plus 4 super sport (1991)
175 4/4 (1498)

TUNEX

228 Diva GT (1148)

(I)

ABARTH

77 Abarth Simca 1300 (1288)
82 1000 (994)
95 Monomille (982)
151 Simca Abarth 2000 (1946)
229 OT 1300 (1290)
230 Fiat Abarth OTR 1000 Coupé (982)
241 Fiat Abarth 1000 SP (982)
252 2000 Fiat Abarth (1946)

ALFA ROMEO

153 Giulia TZ (1570)
246 33 Spider (1995)

DE TOMASO
251 Mangusta (4937)

FERRARI
225 250 LM (3285)
239 GTB—4 (3286)
247 Dino 206 GT (1987)
253 365 GTB 4 (4390)

LAMBORGHINI
235 350 GT (3464)
236 400 GT 2+2 (3929)
245 P-400 Miura (3929)

LANCIA
201 Flaminia Super Sport (2775)

(S)

SAAB
231 Sonett II (842)

(USA)

CHRYSLER-PLYMOUTH
189 AR 2 SS (7104)

DODGE
190 AW 2 SS (7104)

SHELBY
220 Cobra Roadster 427 (7010)