

253—Class Scale

Cars shall be distributed into the following 15 classes, according to their engine cylinder capacity:

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| 1) | Cars with an engine capacity up to 400 cc. | |
| 2) | Cars with an eng. cap. above 400 cc. and inf. or equal to 500 cc. | |
| 3) | " " " " " " " " 500 " " " " " " " " 600 " | |
| 4) | " " " " " " " " 600 " " " " " " " " 700 " | |
| 5) | " " " " " " " " 700 " " " " " " " " 850 " | |
| 6) | " " " " " " " " 850 " " " " " " " " 1000 " | |
| 7) | " " " " " " " " 1000 " " " " " " " " 1150 " | |
| 8) | " " " " " " " " 1150 " " " " " " " " 1300 " | |
| 9) | " " " " " " " " 1300 " " " " " " " " 1600 " | |
| 10) | " " " " " " " " 1600 " " " " " " " " 2000 " | |
| 11) | " " " " " " " " 2000 " " " " " " " " 2500 " | |
| 12) | " " " " " " " " 2500 " " " " " " " " 3000 " | |
| 13) | " " " " " " " " 3000 " " " " " " " " 4000 " | |
| 14) | " " " " " " " " 4000 " " " " " " " " 5000 " | |
| 15) | Cars with an engine capacity over 5000 cc. | |

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

The above classification applies to cars with non-supercharged engines.

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

254—Recognition of series production models

Before a series production car is accepted in the "Touring" or "Grand Touring" category in a competition, it has to be recognised in that category by the F.I.A.

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

Recognitions will be granted by the F.I.A. on recommendations of a sub-Commission appointed by the C.S.I. called "Sub-Commission on Recognitions". This Sub-Committee shall be entitled to require any additional evidence it may deem necessary to enable consideration of an application for recognition. They will be circulated at the earliest opportunity by the F.I.A. Secretariat.

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

Should the Sub-Commission deem that the nature of the change effected is appreciably improving the performance of the vehicle, the latter will be considered as a new model and a new recognition form will be prepared.

Otherwise, changes will simply be entered on a complementary form, joined to the existing recognition form, and the altered vehicle will be considered as a "variant" of the original vehicle.

255—Recognition Forms

All Touring and Grand Touring Cars recognised by the F.I.A. will be described on a form, called Recognition Form approved by the National Automobile Club, on which will be entered the chief specifications enabling the identification of each model.

A single type of recognition form drawn up by the C.S.I., shall be used by all A.C.N.s.

All competitors shall have to carry the recognition form concerning their model of car. Promoters will be entitled to refuse participation of a car in their event if said form is not produced at scrutineering. Competitors requiring a recognition form should apply to the A.C.N. of the country in which model concerned is manufactured.

256—Fuel

Fuel shall be of a commercial type generally distributed by road service stations, except in cases of special waivers granted by the A.C.N.s with the consent of the C.S.I. in favour of promoters of events taking place in countries where the quality of commercial fuel is insufficient.

Upper-cylinder or two-stroke engine lubricants are authorised, on condition they do not increase the fuel octane number.

CHAPTER II—Group 1: Series Production Touring Cars

257—Definition

Series production Touring cars are motor vehicles intended for the transportation of persons and for which the manufacturer has endeavoured to obtain the best performance in normal conditions of use.

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

They must be of a model in current production or which has not been definitely abandoned for over four years. They must have been manufactured in series at a minimum of 1,000 units in 12 consecutive months and be identical as far as mechanism and coach work are concerned.

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

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