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.

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

These words apply to the suspension system.

The material and location of all cables and pipes may be changed.

u) Fuel tanks and radiators: additional fuel tanks and/or fuel tanks and radiators of larger capacity are authorized, provided:

- 1) they are provided and supplied by the manufacturer for the model concerned and mentioned on the recognition form or an additional form.
- 2) the fuel tanks must not:
  - be a makeshift installation;
  - be fitted inside the passenger's compartment, nor reduce capacity of the luggage-boot beyond the minimum specified in Art. 253, nor encroach upon the space provided for the spare-wheel;
  - have a larger filling port than that of the main tank.

However for speed-events on closed circuits, the supplementary regulations may leave the dimensions of filling ports (main and auxiliary tanks) free or authorize larger ones than those provided by the manufacturer.

# TITLE V

# **GRAND TOURING CARS**

**Art. 261.**—**Definition:** cars manufactured on a small series-production scale and designed 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 500 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 2 (touring cars) (see Art. 260).

## TITLE VI

### SPORTS CARS

**Art. 264.**—**Definition:** high performance cars which must nevertheless include all equipments normally provided and legally required for vehicles using public roads.

Art. 265.—Minimum production and number of seats: sports cars must have been manufactured in a quantity of at least 25 units and be equipped with at least 2 seats (as defined above under Art. 253).

Art. 266.—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 4 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 4, 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 Dauphine.

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.

As far as the compulsory dual braking circuit for Sports Cars of Group 4 (cf Appendix J, Art. 226 f) is concerned, the following precision is given: for cars of a model originally recognized in the old GT category on the basis of a yearly production of 100 units and reclassified in the sports cars group, the fitting of such a dual braking system is not mandatory unless the supplementary regulations of the event explicitly require so.

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 | inferi | or 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 kg s |
| ,,     |          | 17        | ,,     | 850 to      | 1,000 cc:  | 500 kgs  |
| .,     |          | ,,        | ,,     | 1,000 to    | 1,150 cc:  | 510 kgs  |
| 11     | 17       | 11        | ,,     | 1,150 to    | 1,300 cc:  | 525 kg s |
| ,,     | **       | 11        | ,,     | 1,300 to    | 1,600 cc:  | 550 kgs  |

| engine | cylinder-  | capacity | from |       |     | 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   |
| 11     |            |          | .,   | 5,000 | to  | 6,000 cc: | 875 kgs   |
| 11     |            | 11       |      | 6,000 |     | 7,000 cc: | 950 kgs   |
| **     | <b>3</b> · | "        | over | 7,000 | cc: |           | 1,000 kgs |

#### TITLE VII

#### SPECIAL TOURING CARS

Art. 267.—Definition and specifications: vehicles deriving from cars recognized in Groups 1 and 2, of which they have kept the original coachwork, but which have been submitted to modifications and/or additions not authorized under Articles 257 and 260.

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

The re-boring of the engine whether sleeveless or fitted with sleeves, is authorized up to the limit of the class to which belongs the car according to its original cylinder-capacity.

Improvement of the braking may be sought without any obligation of maintaining the original system. Thus, drum brakes may be replaced by discs brakes.

However, the fundamentals and general design of the car, of the engine and other mechanical parts must remain the same as those of the corresponding series-production car. The number and location of camshafts, the valve-operating system must remain unchanged. An induction system by carburettors may be replaced by indirect injection, but not by direct injection. Neither the shape nor the original materials of the standard coachwork may be modified, the chassis may be reinforced but not lightened or cut. The track and wheelbase must remain unchanged, except for differences in track caused by simply changing the wheels.

The suspension and rear axle must remain of same type. All casings and blocks housing the mechanical parts must remain unchanged, except for the following:

- 1) cylinder-head;
- 2) oil sump;
- 3) braking system,
- 4) gearbox and rear axle, which may be subject to minor alterations to enable modification of the gearbox ratios or the mounting of an overdrive.

The minimum weight must be that entered on the recognition form of the corresponding production touring car, but the tolerance granted when the weight is checked will be minus 3%.

All changes and/or additions not authorized under Articles 257 and 260 shall be the subject of a written statement from the competitor to be appended to the entry form sent to the promoters.

It is specified that cars of Groups 1 and 2 which are no longer in compliance with the new internal dimensions enjoy, until 31st December 1969, the same freedom as regard modifications as the real four-seater cars.

Externally, the coachwork may not be modified above the horizontal plane going through the centre of the wheel hubs.