

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) here-above, 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.