

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.