m) Windshield: A windshield made of laminated glass is compulsory.

Application: Groups 1-2-3-4 and 5.

n) Red warning light: A rearward facing red warning light of at least 15 watts should be mounted as high as possible on the centre-line of the car and be clearly visible from the rear. The warning light must be switched on by order of the clerk of the course.

Application: Cars of Groups 7 and 8.

o) 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.

Application: Groups 7 and 8.

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.

Application: Groups 6-7-8.

p) Life support system: A life support system composed of a medical air bottle connected to the driver's helmet by a flame-resistant pipe is recommended for all single seaters.

Application: Group 7, Formulae 1 and 2 only.

TITLE 4—GENERAL PRESCRIPTIONS

Art 254—Rule for changing from one group to another, and authorised 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 prescriptions of which it complies and under the following conditions:

Group 1 passes into Group 2 } or eventually in Group 5
Group 3 passes into Group 4 }
Groups 2 and 4 pass into Group 5

Art 255—Prescriptions common to all cars of Groups 1 to 6:

a) Chassis, ground-clearance, steering lock: No part of the car should touch ground when one of its tyres is deflated.

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:

Conditions for recognition: 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 recognised 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, ie, 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 recognise 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.

Maximum outside dimensions: The overall width shall be 200 cm for all cars participating in events on circuits.

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.

First case (see diagram 11): 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 kg (see diagram 12) 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.

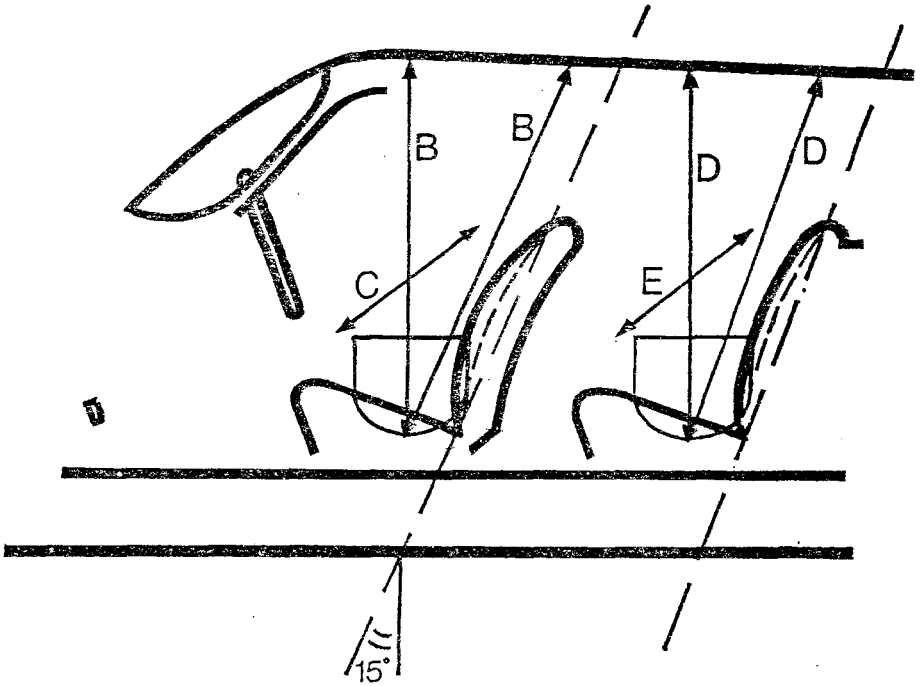
If the front seats are separate, the measurement is made in the middle of the two seats. In case of adjustable front seats, the seats will be placed in medium position.

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

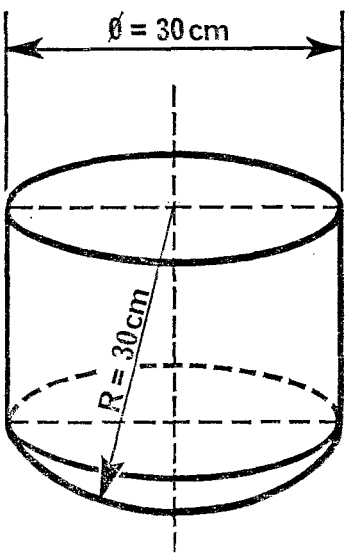
The height at the back (D) is measured between the cushion of the rear seat, compressed by the standard mass, and the ceiling (the padding, if any, may be compressed) at 25 cm from the centre line of the car. Should the backrest of the rear seat be inclined backwards, the protected height must also be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

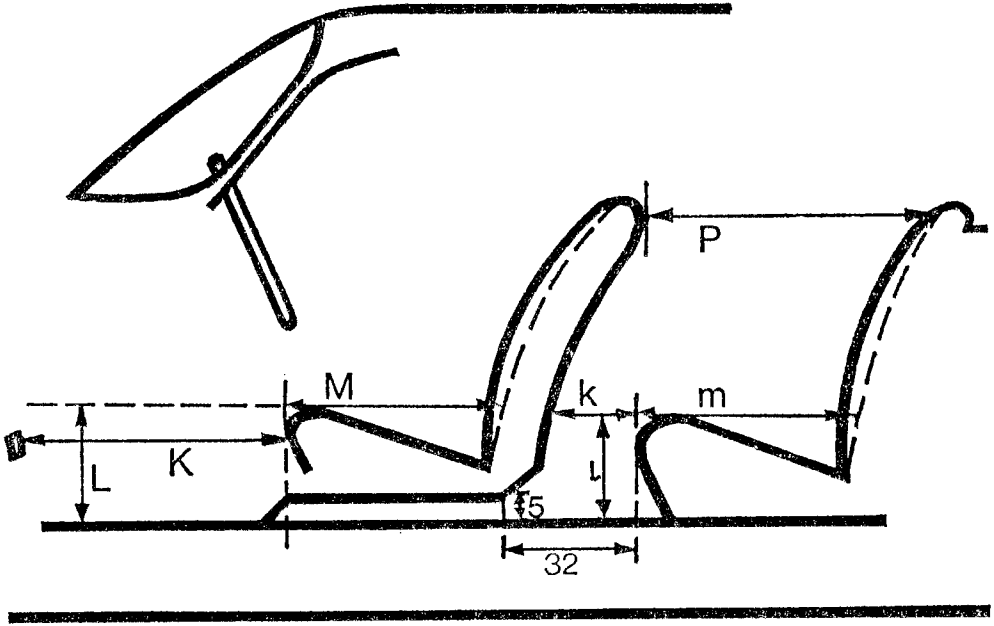


Dessin/drawing No 11



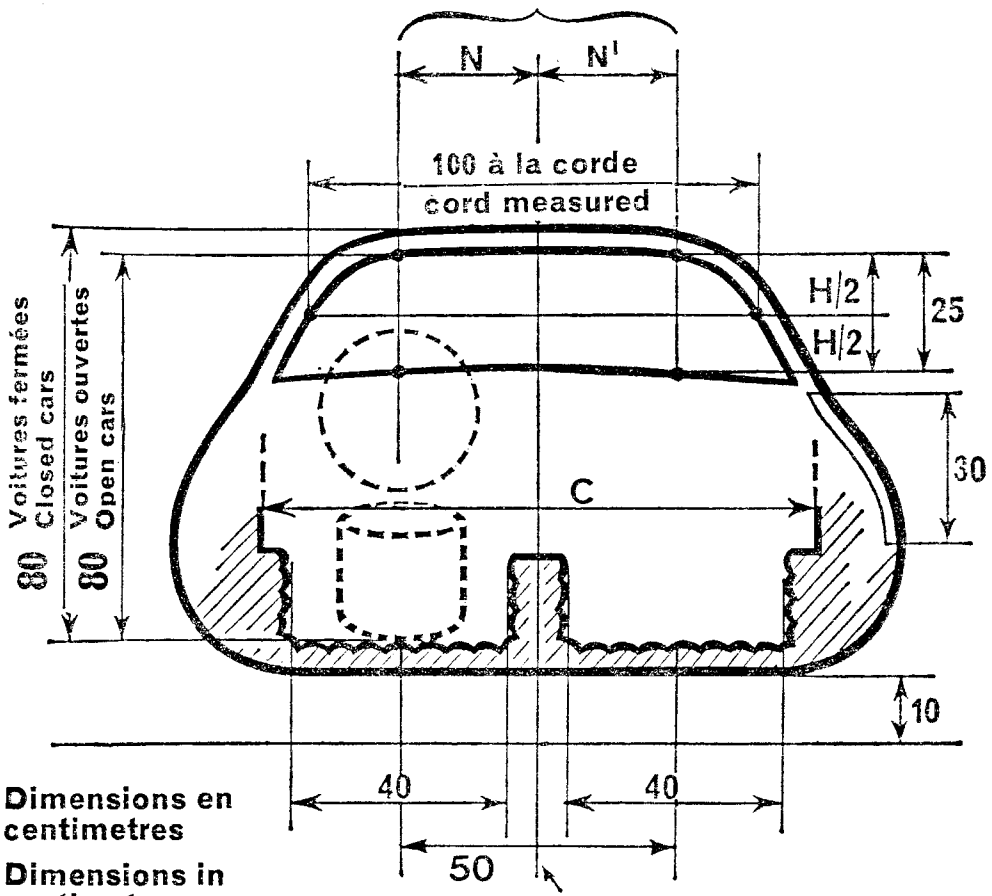
Weight/tare = 60 kgs ± 200 grms.

Dessin/drawing No 12



Dessin/drawing No 13

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



Dimensions en centimetres

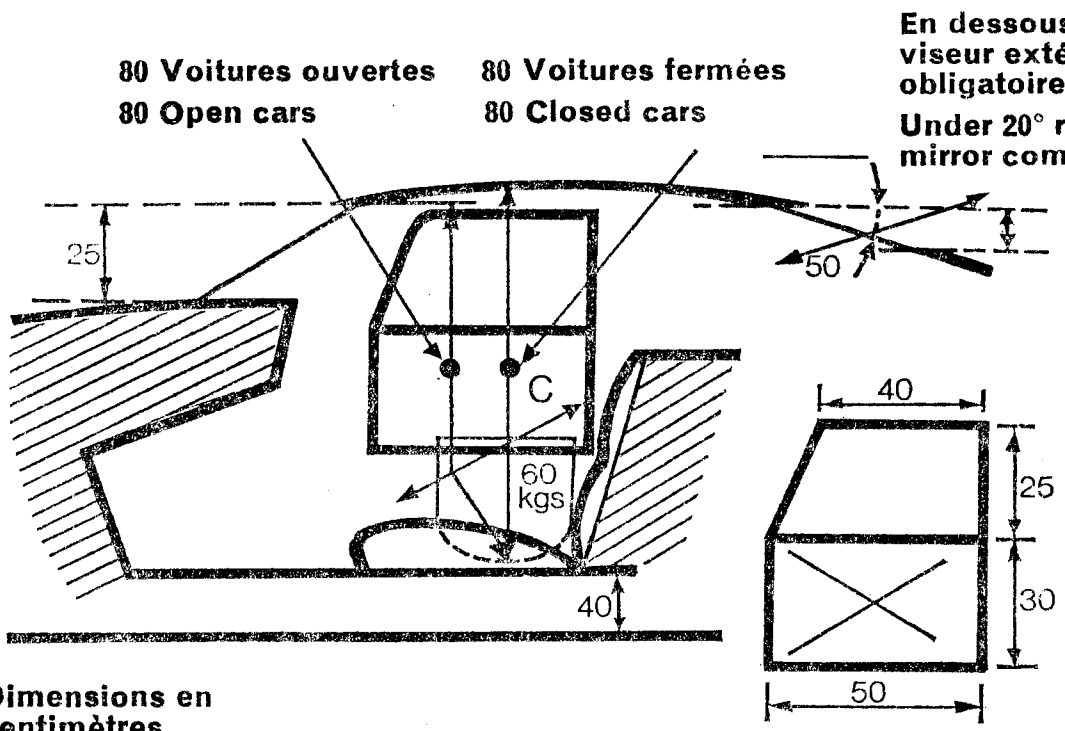
Dimensions in centimetres

N = N'

N + N' = 60 cm min

Dessin/drawing No 14

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



Dimensions en centimètres

Dimensions in centimetres

Dimensions portière

Door dimensions

Dessin/drawing No 15

The minimum dimensions (in centimetres) are the following:

Cylinder-capacity	B	C	D	E
Up to 1,000 cc	85	100		
From 1,000 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 13):

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

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 ou under the following conditions:

—The front seat, if adjustable, must be placed in its normal driving position, ie,: 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 or any other means) 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) Separate 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.
By seat-back or backrest is meant the surface measured forward from the bottom of the spine of a person normally seated.
By seating cushion is meant the surface measured upwards from the bottom of the spine of the same person.
These two main parts of the seat must form an homogeneous construction and be entirely covered with upholstery (for example, in natural or synthetic 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 (60 kg) must compress the seating cushion on the rear to approximately the same extent as on the front seats.

Second case (see diagrams 14 and 15): 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 seats themselves must have identical dimensions.
The 'protected height' shall be at least 80 cm measured from the cushion of the seat compressed by the standard mass (see diagram 12) 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 12) 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 1,000 cc, 110 cm in cars with a cylinder-capacity from 1,000 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 centre-line of the car, plumb with the pedals.
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.
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.

NB: If a modification authorised by Appendix J affects a dimension stated on the recognition form, it will not be possible to retain that dimension as an eligibility criterion for the car.

c) Windshield—windshield wiper: A windshield made of laminated glass is compulsory. 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 60 cm between the two said points.

3) Have a minimum width of 100 cm; cord measured at half its vertical height.

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, except as regards the openings mentioned under Art 269 b).

e) 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 outside door handle, in case of closed cars, must be clearly indicated. 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.

f) 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 Art 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.

It is specified that the luggage capacity for FIA recognised cars is checked at the moment of recognition. Therefore, race scrutineers need not worry about minimum luggage space for all cars benefiting from an FIA recognition in Groups 1, 2, 3 and 4.

g) 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	:	60l.
Cars from	700 cc to 1,000 cc	,, ,,	:	70l.
,, ,,	1,000 cc to 1,300 cc	,, ,,	:	80l.
,, ,,	1,300 cc to 1,600 cc	,, ,,	:	90l.
,, ,,	1,600 cc to 2,000 cc	,, ,,	:	100l.
,, ,,	2,000 cc to 2,500 cc	,, ,,	:	110l.
Cars over	2,500 cc	,, ,,	:	120l.

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.

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 authorisation 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).

h) 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 two of the four wheels, and all the accessories normally mounted on the least expensive model of the series concerned, 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.

By full it will be understood: to the normal level recommended by the manufacturer.

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

i) 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. It must be serviceable under all circumstances.

By the same dimensions it will be understood: same nominal tread circumference.

j) 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 authorise 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.

k) Minimum lighting equipment: For all types of races, cars must be equipped with two 'Stop' lights plus two red tail lights, each fitted with a bulb of at least 15 w. In addition all cars in Groups 1 to 5 should be fitted with two headlamps as powerful as those normally found on Touring or Grand Touring cars. These headlamps should be in working order throughout the race, even if the race takes place exclusively in the daytime. Two direction indicators must be fitted 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.

l) 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.

The CSI reserves its right to change the supercharging coefficient(s) as from January 1st 1979. Were a change to take place, the new coefficient(s) would be announced before December 31st 1976.

m) Limits of authorised 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 authorised by the present regulations. The limits of these modifications are set out for each of the groups 1 to 5. 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 render the car ineligible for the group requested.

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 authorised 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.

n) Fuel:

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 four following countries: France, USA, 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 authorised on condition there is no increase of the fuel octane number.

Speed events:

1) 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 is 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.

2) 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'.

o) Application of general prescriptions: The general prescriptions must be complied with if the particular specifications of groups of cars of Groups 1 to 6 do not mention them or do not provide for any stricter prescriptions.

p) Anti-pollution legislation: It is specified that the freedom left for the modifications of anti-pollution equipment is valid only as far as these modifications are not forbidden by the national laws of the country traversed.