

## *Art 256-57-58 : Group 1 | Art 259-60-61 : Group 2*

underneath the car is forbidden unless such a device is mentioned on the recognition form of the model in question or is authorised or made compulsory by the supplementary regulations of the event.

It is permitted to remove the bumpers, for events run entirely on a closed track. However, no mounting should protrude outside the coachwork.

When the bumper is an integral part of the coachwork, it cannot be removed. Example: Porsche 911.

For rallies, any car normally delivered with bumpers, and the recognition form of which shows such an equipment, must retain them (refer to photos A and B).

**n) Reboring dimensions:** A maximum reboring dimension of 0.6 mm will be authorised in Groups 1 and 3 on condition that the piston be the original one and that the cylinder-capacity class remains the same (Art 252 h).

**Manufacturing tolerances:** Provided the tolerances comply with the tolerances allowed by the FIA, it will not be necessary to mention individual tolerances on the recognition form any more. Should any tolerance exceed the allowed ones, due explanations should be provided by the manufacturers for consideration by the Sub-Commission for Recognitions.

### **Tolerance scale:**

1) Tolerances for all machining, excepting bore and stroke: 0.2%. (Articles 148, 150, 74, 75, 161, 171, 185, 186, 192, 211, 212 and also the orifices appearing on page 15 of the recognition form).

2) Article 144: tolerance  $\pm 0.5\%$ .

3) Unfinished castings:  $+4\% -2\%$ .

4) Cam-lift:  $+1\%$  (Articles 162, 172, 205).

5) Weight (Articles 151 to 156):  $+7\% -3\%$ .

6) Width of the car at front and rear axles:  $+1\% -0.3\%$ .

7) Wheelbase (Article 3):  $\pm 0.5\%$ .

8) Track (Art 110 and 111):  $\pm 25$  mm.

### **Former recognition form:**

1) Art 156-158-159-181-196-215-216-225-262-263 orifices p 8.

2) Art 146.

4) Art 182-197-255.

5) Art 160 to 164.

7) Art 1.

## **TOURING CARS (Group 2)**

**Art 259 — Definition:** Cars of series-production which may be submitted to certain modifications aimed at making them better suited to competition. The list of the modifications and additions explicitly authorised is given hereafter under Art 261.

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 260 — Minimum production and number of seats:** Touring cars shall have been manufactured in a quantity of at least 1,000 units in 12 consecutive months and be equipped with at least four seats; however, if their cylinder-

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capacity is equal or inferior to 1,000 cc, they may be delivered as 'two seaters'.

**Art 261 — Modifications and additions authorised:** All those already authorised in Group 1, plus those contained in this article.

**a) Minimum weight:** The following scale of weights represent overall minimum weights of cars as they cross the finish line, fuel weight deducted.

Up to	500 cc:	495 kg
" "	600 cc:	535 kg
" "	700 cc:	570 kg
" "	850 cc:	615 kg
" "	1,000 cc:	655 kg
" "	1,150 cc:	690 kg
" "	1,300 cc:	720 kg
" "	1,600 cc:	775 kg
" "	2,000 cc:	845 kg
" "	2,500 cc:	920 kg
" "	3,000 cc:	990 kg
" "	3,500 cc:	1,050 kg
" "	4,000 cc:	1,115 kg
" "	4,500 cc:	1,175 kg
" "	5,000 cc:	1,225 kg
" "	5,500 cc:	1,280 kg
" "	6,000 cc:	1,330 kg
" "	6,500 cc:	1,365 kg
" "	7,000 cc:	1,405 kg
" "	7,500 cc:	1,425 kg
" "	8,000 cc:	1,445 kg
Over	8,000 cc:	1,530 kg

In no case the scrutineers may take the weights figuring on the recognition forms into consideration.

**b) 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. This permission however does not apply to brake callipers. Any adjunction of material in an homogeneous way (welding, gluing, electrolysis) is forbidden for the following mechanical elements: engine, gear-box, transmission, suspension parts.

**c) Engine — cylinder-heads and valves:** Besides the modifications which can be carried out on the cylinder-head as specified under paragraph b) here-above, complete freedom is left as regards valves, valve-guides and valve-seats. The number of valves per cylinder cannot be modified. It is allowed to add washers to the valve-spring assembly.

Valve-springs are submitted to no restriction as regards their number and type, provided the modifications remain within the limits provided for in b).

**d) Engine—induction system and elements:** Free. However, supercharging will be forbidden if not recognised.