

Art 265-66-67: Group 4/Art 268-69: Group 5

Art 266 — Minimum production and number of seats: The Special Grand Touring Cars must have been manufactured in a quantity of at least 400 units over a period not exceeding 24 consecutive months, and be equipped with at least two seats.

Art 267 — Modifications authorised: Exactly the same as those authorised for Group 2 (Special Touring Cars) (see Art 261), with the exception of the following scale of weights (Art 255 h). These weights are weights such as the car crosses the finishing line, weight of the fuel 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:	670 kg
" "	1,300 cc:	700 kg
" "	1,600 cc:	740 kg
" "	2,000 cc:	810 kg
" "	2,500 cc:	880 kg
" "	3,000 cc:	945 kg
" "	3,500 cc:	1,005 kg
" "	4,000 cc:	1,075 kg
" "	4,500 cc:	1,120 kg
" "	5,000 cc:	1,170 kg
" "	5,500 cc:	1,225 kg
" "	6,000 cc:	1,270 kg
" "	6,500 cc:	1,310 kg
" "	7,000 cc:	1,340 kg
" "	7,500 cc:	1,365 kg
" "	8,000 cc:	1,380 kg
Over	8,000 cc:	1,465 kg

NB: The mechanical elements recognised in Group 2 before 31.12.75 as well as the authorised modifications according to the prescriptions of Art 260 of former Appendix J may be used until 31.12.77 for rallies.

SPECIAL PRODUCTION CARS (Group 5)

Art 268 — Definition: Special production cars for which no minimum production number is required, but which are derived from those cars benefiting from a valid recognition in Groups 1 to 4.

Art 269 — Modifications allowed: All modifications authorised for Groups 1 to 4 (Art 258 and 261) are permitted, as well as those specified in the present chapter.

a) Minimum weights: Cars of Group 5 will weigh at least the weights figuring on the scale hereunder (Art 255 h). All the safety equipment required (roll cages, extinguishers, etc) are included in these weights.

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Cylinder-capacity inferior or equal to	500 cc:	450 kg
" " " " " "	600 cc:	495 kg
" " " " " "	700 cc:	525 kg
" " " " " "	850 cc:	555 kg
" " " " " "	1,000 cc:	585 kg
" " " " " "	1,150 cc:	610 kg
" " " " " "	1,300 cc:	635 kg
" " " " " "	1,600 cc:	675 kg
" " " " " "	2,000 cc:	735 kg
" " " " " "	2,500 cc:	800 kg
" " " " " "	3,000 cc:	860 kg
" " " " " "	3,500 cc:	915 kg
" " " " " "	4,000 cc:	970 kg
" " " " " "	4,500 cc:	1,025 kg
" " " " " "	5,000 cc:	1,065 kg
" " " " " "	5,500 cc:	1,115 kg
" " " " " "	6,000 cc:	1,155 kg
" " " " " "	6,500 cc:	1,190 kg
" " " " " "	7,000 cc:	1,220 kg
" " " " " "	7,500 cc:	1,240 kg
" " " " " "	8,000 cc:	1,255 kg
" " " " " "	over 8,000 cc:	1,330 kg

b) Coachwork chassis: The original outside shape of the bodywork should be retained. No modification may be made to the series coachwork and/or the original chassis and bodywork, except as regards the lightening of the structures by removal of material and the adjunction of chassis reinforcements. The latter are free. The material of the following elements is free: doors, engine bonnet and luggage boot lid, on condition that their shape of origin be retained.

The material of the glazed surfaces is free, except as regards the windscreen.

However, the window of the driver's door and that of the passenger's, in case the supplementary regulations of the event make provisions for one, must be of the original recognised material. The original dimension of the opening should be retained. The opening system is free.

Openings may be practised in the bodywork for the ventilation of the habitacle provided they are located at the rear roof edge above the rear window and/or in the area between the rear side window and the rear window and that they do not protrude from the original coachwork line.

Wings: The material and shape of the wing are free. However, the shape of the wheel arches must be retained.

The wings shall project over the wheels and provide efficient covering on at least half their circumference and at least the width of the tyre. Ventilation slots may be practised.

Inside: Free. However, the location of the passenger's seat originally provided by the manufacturer should be retained. It will not be permitted to mount anything but the extinguisher and, according to the case, the spare wheel in the location of the passenger's seat. The dashboard should not present any sharp angle.

c) Engine: The original engine block recognised on the basic car should be retained. The cylinder-capacity will be free, and may be obtained by changing

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the bore and/or the original stroke. Sleeving/resleeving are free. The engine should be located within the original engine compartment, and the original orientation of the crankshaft seen from above should be retained.

It is not permitted to use several engine blocks.

d) Other mechanical elements: Free. However, the driving wheels of the recognised basic model should remain the driving wheels. This implies that a four-wheel-drive transmission can only be used on a car so designed at the origin. The gear-box should retain its original location. It is permitted to add an overdrive.

e) Suspension: The type of suspension recognised should be retained. However, it is permitted to add chassis reinforcements, to modify or add fixation points, to modify or replace the connection units of the suspension system. The type and the number of springs and dampers is free.

By type of suspension is meant: McPherson, rigid rear axle, De Dion rear axle, wishbones, trailed wheel, etc.

The wheelbase of origin must be retained.

f) Steering : Free.

g) Wheels: The following maximum complete wheel (see Art 252 l) widths in relation with the cylinder-capacity will be authorised:

Up to 1,000 cc: 11"
" " 1,300 cc: 12"
" " 1,600 cc: 13"
" " 2,000 cc: 14"
" " 3,000 cc: 15"
Over 3,000 cc: 16"

h) Brakes : Free (Art 253 j).

i) Fuel tanks: Cars will be fitted with safety fuel tanks in conformity with the specification FIA/Spec/FT3 or FIA/Spec/FTA under the conditions of Art 272 h).

The location of the fuel tank is free on condition that it is placed neither in the cockpit nor in the engine compartment, except if that is the recognised location.

For hill-climbs, if the total capacity of the fuel tank(s) does not exceed 20 litres a safety bladder tank is no longer mandatory providing that no part of the tank exceeds 30 cm on either side of the longitudinal axis of the car and that it is surrounded by a 1 cm thick crushable structure.

j) Aerodynamic devices: Aerodynamic devices should be inscribed in the frontal projection of the car.

Front part: They may not exceed 10% of the wheelbase of the car (measurement made from the overall limit of the coachwork) and they may in no case exceed by 20 cm the overall limits of the original bodywork; they will compulsorily be installed below the horizontal plane passing through the wheel hub, and may be inscribed between the lowest suspended part and the ground.

Rear part: They may not exceed 20% of the wheelbase of the car (measurement made from the overall limit of the coachwork) and they may in no case exceed by 40 cm the overall limits of the original bodywork.