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TITLE 1—CLASSIFICATIONS OF CARS

Art 251—Categories and groups: Cars competing in events shall be distributed into the following categories and groups:

Category A: Recognised production cars (numbers between brackets are those of the required minimum production in 12 consecutive months, except in Group 4 where the period of production is 24 consecutive months).

Group 1: series-production touring cars (5,000)
Group 2: touring cars (1,000)
Group 3: series-production grand touring cars (1,000)
Group 4: grand touring cars (400)
Group 5: special production cars deriving from Groups 1 to 4

Category B:

Group 6: two-seater racing cars
Group 7: international formula racing cars
Group 8: 'formule libre' racing cars

TITLE 2—DEFINITIONS

Art 252—Definitions:

a) Recognised production cars: Cars of which the series-production of a

certain number of identical (see definition of this word hereafter) cars has been completed within a certain period of time, and which are meant for the normal sale (see below) to the individual purchaser. This period of time is of 12 consecutive months for Groups 1 to 3 and 24 consecutive months for Group 4.

The checking of the existing minimum production enables the NSA to apply to the FIA for recognition (see this word below).

b) Racing cars: Cars manufactured solely for speed races on a circuit or a closed course. These cars are generally defined by the international racing formulae, the specifications of which are fixed by the FIA for a certain period of time. Racing cars not being defined by any international formula are said to be 'formule libre' and their specifications must in that case be set out in the supplementary regulations of the event.

c) Identical: By 'identical' cars are meant cars belonging to one and the same fabrication series and which have the same coachwork (outside and inside), same mechanical components and same chassis (even though this chassis may be amalgamated with the coachwork in case of a unitary construction).

'Mechanical components' include all parts for the propulsion, suspension, steering and braking system and all accessories whether moving or not which are necessary for their normal functioning (such as, for instance, electric accessories).

By chassis is meant the structure of the car which holds mechanical components and coachwork together, and includes any structural part which is located below the horizontal plane passing through the centre of the wheel hubs.

d) Minimum production: This minimum production, different for each group of cars, applies to cars which are identical, the manufacturing of which has been fully completed within a period of 12 consecutive months for Groups 1 to 3 and 24 consecutive months for Group 4. By 'minimum series' should be understood only a number of entirely finished cars, eg, cars in running condition and ready for delivery to the purchasers.

e) Normal sale: Means the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer.

f) Recognition: Is the official certification made by the FIA that a minimum number of cars of a specific model has been made on series-production terms to justify classification in Groups 1, 2, 3 or 4 of these regulations. Application for recognition shall be submitted to the FIA by the ACN of the country in which the vehicle is manufactured and shall entail the drawing up of a recognition form (see below). It must be established in accordance with the special regulations called 'Regulations for Recognition', laid down by the FIA, and a manufacturer wishing to obtain the recognition of his model(s) must undertake to abide by their prescriptions. Recognition will only be granted to car-models which were still in production on January 1st 1974 or the production of which was started after that date. Recognition of a series-produced car will become void 5 years after the date on which the series-production of the said model has been stopped.

Recognition of a model may only be valid for one group. The transferring of a previously recognised model from one group to another will therefore nullify the effect of the said previous recognition.

Definitive abandonment of the series-production: the series-production is considered as abandoned when the annual production decreases under 10% of the minimum production of the group considered.

Definition of the term 'model of car': By 'model of car' is meant all the cars

belonging to a production-series distinguishable by a specific conception and specific external general lines of the coachwork and by an identical mechanical conception of the engine and the transmission to the wheels.

A model of car may exist in several variants (for example, different power or engine cylinder-capacity), which may possibly be the subject of separate recognitions.

However, taking the Art 252 g) as a basis, it must be pointed out that, if the Sub-Commission for Recognitions has the possibility, for practical reasons, to authorise the recognition of certain variants of a same car-model in different Groups of cars, the principle of a simultaneous recognition of variants of a same model in Groups 3 and 4 (Grand Touring) on the other hand, remains forbidden.

g) Recognition forms: All cars recognised by the FIA shall be the subject of a descriptive form called recognition form on which shall be entered all data enabling identification of the said model.

To this effect only the standard recognition forms and standard additional form for 'normal evolution of the type' and 'variant' approved by the FIA shall be used by all ACNs.

The production of the forms at scrutineering and/or at the start may be required by the promoters who will be entitled to refuse the participation of the entrant in the event in case of non-production.

In case of any doubt remaining after the checking of a model of car against its recognition form, the scrutineers would have to refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

In case of lack of enough accurate documentation, scrutineers may carry out direct scrutineering by comparison with a similar part available from a concessionnaire. It will rest with the competitor to obtain the recognition form and, if need be, the additional forms concerning his car, from the ACN of the manufacturing country of the vehicle.

In the case of a normal evolution of the type, the model used will have to conform exactly to one of the models preceding or following the evolution.

The car must consequently comply with a determined stage of evolution, and all preceding evolutions must apply.

Whenever the scrutiny of a car shows the complete compliance of it with its recognition form, inasmuch as is required for the group in which it is admitted, there is no need to worry about its year of fabrication.

Therefore, the chassis and engine numbers which may be mentioned on the recognition form are not to be taken into consideration.

h) Cylinder-capacity classes: 15 classes have been retained:

1. Cylinder-capacity inferior or equal to 500cc
2. Cylinder-capacity exceeding 500 cc and inferior or equal to 600 cc
3. " " " 600 cc " " " " " 700 cc
4. " " " 700 cc " " " " " 850 cc
5. " " " 850 cc " " " " " 1,000 cc
6. " " " 1,000 cc " " " " " 1,150 cc
7. " " " 1,150 cc " " " " " 1,300 cc
8. " " " 1,300 cc " " " " " 1,600 cc
9. " " " 1,600 cc " " " " " 2,000 cc
10. " " " 2,000 cc " " " " " 2,500 cc
11. " " " 2,500 cc " " " " " 3,000 cc

12. Cylinder-capacity exceeding 3,000 cc and inferior or equal to 4,000 cc
12. „ „ „ 3,000 cc „ „ „ „ „ 4,000 cc
13. „ „ „ 4,000 cc „ „ „ „ „ 5,000 cc
14. „ „ „ 5,000 cc „ „ „ „ „ 6,000 cc
15. „ „ over 6,000 cc

Regulations intended for specific events may provide one or several subdivisions of class 15. There shall be no subdivision of the other classes.

The above-mentioned classification will apply only to non-supercharged engines.

Unless otherwise specified in special provisions set up by the FIA for a certain category of events, the organisers are not bound to include all the above-mentioned classes in the supplementary regulations and, furthermore, they are free to group two or more consecutive classes, according to the particular circumstances of their events.

i) Formulae of equivalence between reciprocating piston engines and special engines:

Rotary piston engines: Cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working-chamber.

Turbine engines: Cars propelled by a turbine engine will be admitted on the basis of a formula of equivalence with regard to alternating piston engines. This formula is the following:

$$A = \frac{C \times 0.09625}{(3.10 \times R) - 7.63}$$

A = High-pressure nozzle area—expressed in square centimetres by which is meant the area of the air-flow at the exit from the stator blades (or at the exit from the first stage if the stator has several stages). Measurement is done by taking the minimum area between the fixed blades of the high pressure turbine first stage. In cases where the first stage turbine stator blades are adjustable, they will open to their greatest extent to present the greatest area for the determination of area 'A'.

The area of the high pressure nozzle is thus the product — expressed in square centimetres—of height by width and by the number of vane spaces.

C = Cylinder-capacity of reciprocating piston engine expressed in cubic centimetres.

R = The pressure ratio, ie, the ratio of the compressor of the turbine engine. This pressure ratio is obtained by multiplying together a value for each stage of the compressor, as indicated hereafter:

Subsonic axial compressor: 1.15 per stage
Trans-sonic axial compressor: 1.5 per stage
Radial compressor: 4.25 per stage

Thus a compressor with one radial and six axial stages will be designated to have a pressure of:

$4.25 \times 1.15 \times 1.15 \times 1.15 \times 1.15 \times 1.15 \times 1.15$ or 4.25×1.15^6.

The CSI reserve their right to modify the basis of comparison established between conventional type engines and new type engines, while giving a previous notice of two years to start from 1st January, following the date on which the decision was made.

j) Coachwork: By coachwork is meant:

—externally: all parts of the car licked by the air-stream and situated above a plane passing through the centre of the wheel-hubs. (Single-seaters of Groups 7 and 8: All parts of the car licked by the air stream.)

—internally: all visible parts of the passenger compartment.

Coachworks are differentiated as follows:

1) completely closed coachworks,

2) completely open coachworks,

3) convertible coachworks: with a hood in either supple (drop-head) or rigid (hard-top) material.

k) Use of aerodynamic devices on cars of Groups 6 and international racing formulae: In interpreting Art 252 K), shall definitely be considered as coachwork all external parts of the car which extend above the highest point of the wheels equipped with tyres with the exception of units definitely associated with the functioning of the engine or transmission and the anti-roll bar.

Any specific part of the car which has an aerodynamic influence on the stability of the vehicle must be mounted on the entirely sprung part of the car and shall be firmly fixed whilst the car is in motion.

l) Wheel: By wheel is meant flange and rim: by complete wheel is meant flange, rim and tyre.

m) Friction surface of the brakes: By friction surface of the brakes is meant the surface swept by the linings on the drum, or the pads on the disc when the wheel achieves a complete revolution.

n) Engine block: By engine block is meant the crankcase and the cylinders.

o) Manifolds:

Intake: By intake manifold is meant the part collecting the air-fuel mixture from the carburettor(s), and extending to the entrance ports of the cylinder head, in the case of a carburettor induction system, and the part collecting the air from the air intake control device and extending to the ports of the cylinder head, in the case of an injection intake system.

Exhaust: By exhaust manifold is meant the part collecting together the gases from the cylinder head and extending to the entrance port of the first single pipe.

p) Starting: Compulsory automatic starter with electrical or other source of energy carried aboard the car and able to be controlled by the driver when normally in his seat.

q) Reverse gear: All vehicles must have a gearbox including a reverse gear, which must be in working order when the car starts the events and able to be operated by the driver when normally in his seat.

r) Verification of the minimum weight: Cars must maintain their minimum weight during all the duration of an event.

Scrutineers can therefore take a car on the finish line and weigh it, after emptying the petrol tank.

s) Ballast: It is permitted to complete the weight of the car by one or several ballasts incorporated to the materials of the car on condition that they are strong and unitary blocks, mounted by means of tools and providing for the possibility to fix seals if the scrutineers deem it necessary.

Removable ballast is not permitted.

Application: Cars of Groups 2, 4, 5, 6, 7, 8.
No kind of ballast is authorised on cars of Groups 1 and 3.
For cars of Groups 2 and 4, the eventually used ballast should be placed in front of the passenger's seat, it should be visible and sealed.

t) Perimeter of the car seen from above: It is pointed out that it concerns the car such as presented on the starting grid, for event considered.

u) Refuelling procedure: In case of a centralised system provided by the circuit, or a system provided by the competitors, the refuelling hose shall be provided with a leak-proof coupling to fit the standardised filler mounted on the car. The dimensions of this filler are given in the diagram shown on page 158.
All cars must be provided with a fuel filler complying with the diagram shown on page 158. The filler must comply with the dead man principle and must not therefore incorporate any retaining device when in an open position (spring-loaded, bayonet, etc).
The air-vent(s) must be equipped with non return valves and valves having the same closing system as that of the standard filler, and of the same diameter.
During refuelling the outlet of the air-vent must be connected with the appropriate coupling, either to the main supply-tank or to a transparent portable container with a minimum capacity of 20 litres provided with a closing system rendering it completely leak-proof. The venting catch tanks must be empty at the beginning of the refuelling procedure.)

Implementation: Please refer to the General Prescriptions of the FIA Championships.

v): Stock block engine (Such as used for the world championship for two-seater racing cars. Please refer to the championship prescriptions, orange section).

v1): Maximum cylinder capacity: 5000 cm^3.

v2): Engine whose series production will have been checked by the FIA as being 5,000 units a year, and mounted on (a) series production car(s).

v3): Engine with valves operated by rockers and pushrods.

v4): Use of the original cylinder head. The number and location of the original camshaft(s) may not be changed. The number of valves may not be changed. The valve angle and the angle of the intake and exhaust ports may not be changed in relation to the cylinder axis.

v5): Use of the original block. The number of main bearings may not be changed.

v6): Supercharging prohibited.

TITLE 3—SAFETY PRESCRIPTIONS

Art 253—Safety devices for all cars competing in events entered on the FIA International Calendar

a) Supplementary locking devices: A supplementary locking device(s) for engine bonnet, boot lid and other important objects carried on board of the vehicle (such as a spare-wheel, tool set, etc).

Application: Compulsory for cars of Groups 1, 2, 3, 4, 5.

b) Supplementary protection of the fuel pipes: A supplementary pro-