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 (see Art 251) 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 over) to the individual purchaser.

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 prescriptions concerning them must be specified by the organiser and set out in the supplementary regulations of the event.

c) Identical cars: Cars belonging to 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).

(ca) Chassis: 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.

(cb) Model of car: Car 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 homologation.

d) Minimum production: This minimum production applies to cars which are identical, the manufacturing of which has been fully completed within the period defined by Art 251.

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

f) Homologation: 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 homologation 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 homologation form (see below). It must be established in accordance with the special regulations called 'Regulations for homologation', laid down by the FIA, and a manufacturer wishing to obtain the homologation of his model(s) must undertake to abide by their prescriptions. Homologation will only be granted to car-models which were still in production on January 1st 1977 or the production of which was started after that date. Homologation 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.

Homologation 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 homologation.

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.

g) Homologation forms: All cars recognised by the FIA shall be the subject

of a descriptive form called homologation form on which shall be entered all data enabling identification of the said model.

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 homologation 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 an identical 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, or from the FIA.

Whenever the scrutiny of a car shows the complete compliance of it with its homologation 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 homologation form are not to be taken into consideration.

A) Description

Generally speaking, a form breaks down in the following way:

1) A basic form (12 or 15 pages according to the age of the car) giving a description of the basic model.

2) At a later stage, a certain number of additional sheets describing 'homologation extensions', which can be 'variants', or 'erratta' or 'evolutions'.

a) Variants: These are either supply variants (two suppliers providing the same part for a driver and the client does not have the possibility of choice), or options (supplied on request and available at the concessionnaires).

b) Erratum: Replaces and cancels an incorrect piece of information previously supplied by the constructor on a form.

c) Evolution: Characterised by modifications made on a permanent basis to the basic model (complete cessation of the production of the car in its original form).

B) Use

The number on the basic homologation form of the vehicle indicates the group in which this car is homologated.

Group 1: Nrs between 5000—5999
Group 2: Nrs between 1000—1999
Group 3: Nrs between 3000—3999
Group 4: Nrs between 500—999

A vehicle homologated in Group 1 can race in Group 2.

A vehicle homologated in Group 3 can race in Group 4.

The extensions are identified by two numbers and a letter, E or V (ex. 8/5 V, 9/3 E).

The first number shows the order in which this extension has been recorded. The letter E shows whether it is a question of an evolution or an erratum. The letter V indicates a variant. The second number indicates the order in which the evolution or the variant has been recorded.

1) Variants

The competitor may use any variant or any part of a variant as he wishes, only on condition that all the technical data of the vehicle, so designed, conforms to that described on the homologation form applicable to the car, or expressly allowed by Appendix J.

For example, the fitting of a piston as defined on a variant form is only possible if the compression ratio, the volume of the combustion chamber, etc, thus obtained are shown on a form applicable to the car in question.

It must, however, be noted that certain variants carry the stamp 'valid in Group 2 only', or 'valid in Group 4 only'. They may only race in these Groups.

2) Evolution

The car must comply with a given stage of evolution (independent of the date when it left the factory), and thus an evolution must be wholly applicable or not at all.

Besides, from the moment a competitor has chosen a particular evolution, all the previous evolutions should be applied, except where they are incompatible: for example, if two rim evolutions happen one after another, only that corresponding to the date of the stage of evolution of the car will be used.

This homologation form defines the series as indicated by the manufacturer. According to the group in which the competitors race, the modification limits allowed in international competition for this series are stated in Appendix J.

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

1. Cylinder-capacity inferior or equal to 500 cc
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. ,, ,, ,, 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.

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.

h/a) Supercharging: Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust systems) by any means whatsoever.

The injection of fuel under pressure is not considered to be supercharging. (See Article 255 I.)

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:

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

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 the 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 FISA 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 Group 8: All parts of the car licked by the air stream.)
—internally: all visible parts of the passenger compartment.

The measurement of the bodywork in relation to the wheel-hubs plane will be made driver on board, whatever the conditions.

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 8: 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 the roll-over bar and of components definitely associated with the functioning of the engine or transmission.

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: Flange and rim: by complete wheel is meant flange, rim and tyre.

Measuring wheel width: Measuring wheel width is to be done with the wheel mounted on the car, on the ground, the vehicle in race condition, driver aboard, at any point along the circumference of the tyre except in the area in contact with the ground.

In no case can the interior width of the rim where the bead joins the edge, exceed the overall width of the tyre. (For every Group except 7.)

m) Friction surface of the brakes: Surface swept by the linings on the drum, or the pads on both sides of the disc when the wheel achieves a complete revolution.

n) Cylinder block: The crankcase and the cylinders.

o) Manifolds:

Intake manifold: 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 manifold: Part collecting together the gases from the cylinder head and extending to the first gasket separating it from the rest of the exhaust system.

p) Starting: Compulsory 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 in his seat.

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.

A spare wheel may be used as ballast under the hereabove conditions.

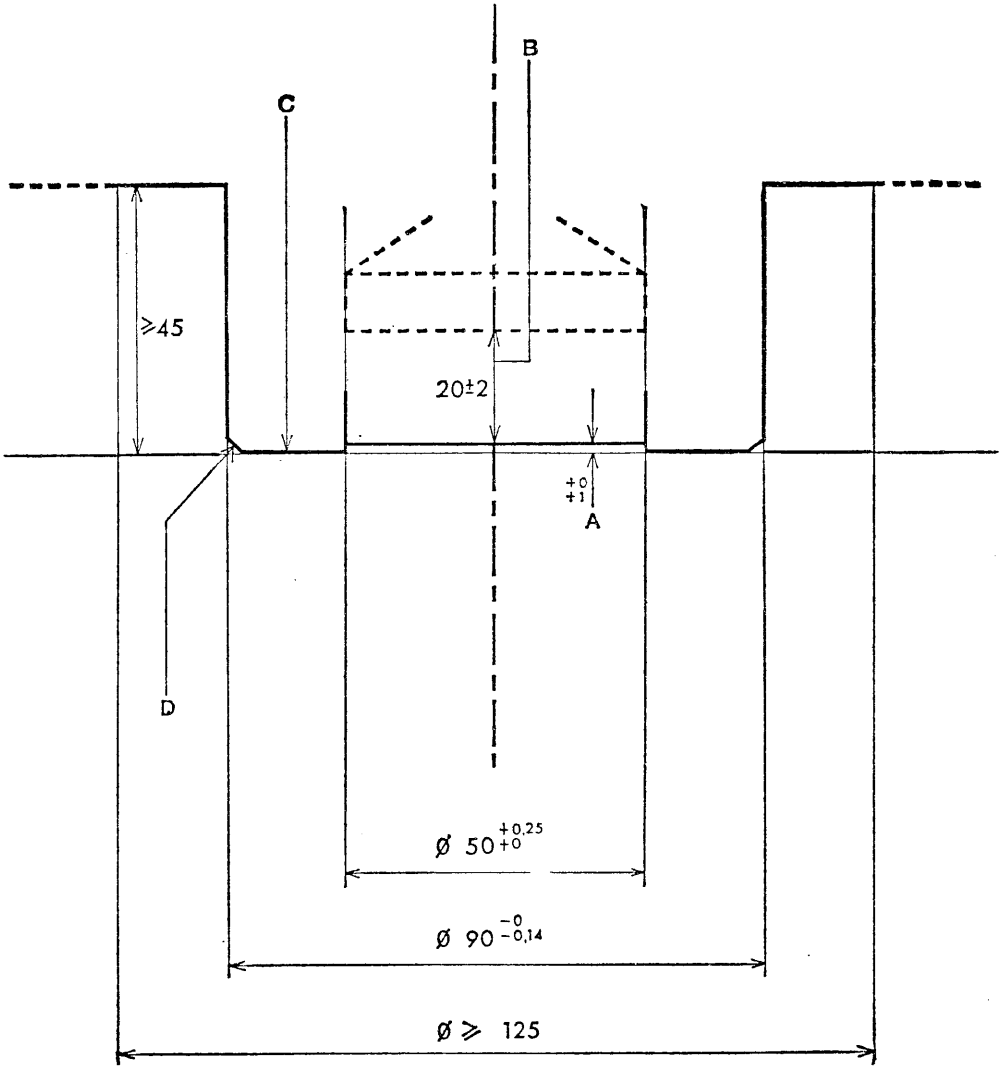
Application: Cars of Groups 2, 4, 5, 6, 8.

No kind of ballast is authorised on cars of Groups 1 and 3.

In rallies however, the carrying of tools and spare parts for the car will be allowed under the conditions laid out in Art 253 a). Any object of a dangerous nature (battery, inflammable products, etc) must be carried outside the cockpit.

For cars of Groups 2 and 4, the eventually used ballast should be placed on the passenger's compartment floor, it should be visible and sealed.

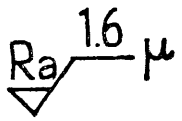
t) Perimeter of the car seen from above: It is pointed out that it concerns


B
C
≥45
20±2
+0
+1
A
D
Ø 50 +0,25 +0
Ø 90 −0 −0,14
Ø ≥ 125

Dessin/drawing No 1

Orifice de remplissage standardisé pour voitures/Standardised car fuel filler

Alliage recommandé/Recommended material: AU4G (aluminium, cuivre/copper, magnesium)

Usinage/Machining 

μ = Micron, Ra = Rugosité admisel average roughness of a surface. Toutes cotes en mm/All dimensions in mm.

A: Position du clapet au repos/position of the released valve. Clapet normalement fermé et étanche à la pression de 100 m. bar (1.5 psi)/Valve normally shut and leak proof under 100 m. bar of pressure (1.5 psi).

B: Ouverture du clapet/valve lift (20±2 mm).

C: Plan de joint; tolérance de surfaçage: 0.05 mm/Gasket facing plane, unswerving tolerance: 0.05 mm.

D: Chanfrein 1^{+1}_{+0} à 45° ou arrondi (rayon 1 mm)/

Bevel cut 1^{+1}_{+0} at 45°, or rounded at 1 mm radius.

L'attention des fabricants de l'accoupleur (côté-stands) est attirée sur le fait que la partie en contact avec la surface C de l'orifice de remplissage doit être munie d'un joint Vitton. Aussi, il est recommandé de ne pas dépasser un guidage initial, avant l'ouverture des soupapes, de 18 mm, de telle sorte qu'à l'ouverture maximale autorisée de la soupape (22 mm) la pénétration totale ne dépasse pas 40 mm, laissant ainsi 5 mm minimum de tolérance.

The attention of the manufacturers of the coupling (pit-side) is drawn to the fact that the part in contact with the area C of the filler must be provided with a Vitton joint. It is advised not to exceed an initial locating penetration of 18 mm, before the opening of the valve, so that, with the valve open to the authorised maximum (22 mm), the total penetration does not exceed 40 mm, leaving thus a minimum of 5 mm tolerance.

the car such as presented on the starting grid, for event considered.

u) Refuelling procedure—Standardised coupling: 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 110.

All cars must be provided with a fuel filler complying with the diagram shown on page 110. The leak-proof 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.

In the case where the circuits are unable to provide the entrants with a centralised system, these will have to refuel according to the above procedure. In no case the level of the reserve tank may exceed three metres above the track where the refuelling takes place, for all the duration of the event.

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

v) : Stock block engine

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 car, the construction of which is deemed to be dangerous, may be excluded by the Stewards of the meeting.

If a device is optional, it must be fitted in a way that complies with regulations.

a) Supplementary locking devices. A supplementary locking device(s) for