

## SPECIAL TOURING CARS (Group V)

**Art. 267.-Definition and specifications:** vehicles deriving from cars recognized in Groups 1 and 2, of which they have kept the original coachwork, but which have been submitted to modifications and/or additions not authorized under Articles 257 and 280. These alterations and/or additions may affect the mechanical parts of the engine, of the transmission, of the steering, of the suspension, the number of carburetors, the inlet and exhaust system, the braking system. The re-boring of the engine whether sleeveless or fitted with sleeves, is authorized up to the limit of the class to which belongs the car according to its original cylinder-capacity. Improvement of the braking may be sought without any obligation of maintaining the original system. Thus, drum brakes may be replaced by discs brakes. However, the fundamentals and general design of the car, of the engine and other mechanical parts must remain the same as those of the corresponding series-production car. The number and location of camshafts, the valve-operating system must remain unchanged. An induction system by carburetors may be replaced by indirect injection, but not by direct Injection. Neither the shape nor the original materials of the standard coachwork may be modified, the chassis may be reinforced but not lightened or cut. The track and wheelbase must remain unchanged, except for differences in track caused by simply changing the wheels. The suspension and rear axle must remain of same type. All casings and blocks housing the mechanical parts must remain unchanged, except for the following:

- 1) cylinder-head;
- 2) oil sump;
- 3) braking system,
- 4) gearbox and rear axle, which may be subject to minor alterations to enable modification of the gearbox ratios or the mounting of an overdrive.

The minimum weight must be that entered on the recognition form of the corresponding production touring car, but the tolerance granted when the weight be checked will be minus 3%.

All changes and/or additions not authorized under Articles 257 and 250 shall be the subject of a written statement from the competitor to be appended to the entry form sent to the promoters.

*It is specified that cars of Groups 1 and 2 which are no longer in compliance with the new internal dimensions enjoy, until 31st December 1969, the same freedom as regard modifications as the real four-seater cars.*

*Externally, the coachwork may not be modified above the horizontal plane going through the centre of the wheel hubs.*

The material of the side and rear windows may be changed from glass to plastic of not less than 5 mm or 3/16th of an inch in thickness. The windscreen must be made of a safety-glass. Bumpers may be removed (though any sharp edges of bodywork left exposed must be covered). No other change in coachwork material is permitted.

Inside the car (passenger compartment) all the trim and mechanism such as window winders, etc must remain unchanged except that the carpets and floor padding can be dispensed with. A roll-over cage, if fitted, may penetrate trim or rear-seats but must nevertheless be in entire conformity with Article 253-Safety devices of Appendix J.

Instrument panels, steering wheels, seats, etc, may of course be modified as permitted in Groups 1 and 2 of Appendix J. Those parts of the body, which are not in sight, such as wheel arches, the inside of the engine compartment and the inside of the luggage compartment may be modified. This may not result however in the removal of parts, nor lead to the deforming of the coachwork externally or internally.

On the mechanical side, apart from the original cylinder-block, clutch-housing, gearbox casing and axle banjo, which must be retained, everything is free. Moreover the above mentioned parts can be modified to attach other units to them.

So long as the camshaft remains in its original position, the cylinder-head can be changed including the porting (arrangement and number). By position is meant in the cylinder-block or in the cylinder-head.

The number of valves per cylinder may not be changed.

The exhaust system including the manifold is free. On the other hand cars of Group 5 competing in open road events must comply in every respect with the Convention on International road traffic. The number and type of bearings (plain, ball, roller) must remain as original.

The bore and the stroke may be altered so long as the engine remains in its original cylinder-capacity class such as delimited in Appendix J under Article 252.

However an engine can be moved into another class by fitting a supercharger, for then the actual cylinder-capacity will have to be multiplied by a factor of 1.4 to give the car's cylinder-capacity class.

A turbocharger will also be regarded as a supercharger.

The position and the inclination of the engine are free within the limits of the original engine compartment.

The radiator, including its capacity is free. Its location may be changed, provided the interior (passenger compartment) and exterior appearance of the coachwork remains unchanged.

The fuel tank capacity is free within the limits specified by Appendix J under Art. 253. When replacing the original tank it is recommended to fit a safety-type fuel tank.

The location and the dimensions of the filling port and cap may be changed provided the new arrangement is aesthetically acceptable, does not break the line of the coachwork and ensures that any spilt fuel does not enter any internal compartment of the car.

If a car is fitted with a solid axle, this must be retained but leaf springs may be replaced by locating arms and another type of spring. If independent suspension is fitted, the system must not be changed, but the springing medium can be.

Shock-absorbers are free, including their number and mounting.

Transmission ratios are free including the number of gear ratios. It is also permitted to fit a device limiting the normal functioning of the differential, provided it can be fitted in the original differential casing.

Wheels and their method of attachment are free so long as their diameter is one of these recognized for the car.

The track is free but the wings shall cover at least one-third of the circumference of each wheel fitted with its tyre (Appendix J, Art. 253).

Wing extensions may only be used when duly recognized for the car model concerned. The fitting of wider wheels is subject to the car remaining in compliance with the specifications concerning maximum turning radius ( Appendix J, Art 253).  
Moreover the ground-clearance of the car may not be inferior to 10 cms (Appendix J, Art 253)