

1) DEFINITION

Large scale series production cars.

2) HOMOLOGATION

At least 5,000 identical examples of these cars must have been manufactured in 12 consecutive months.

3) NUMBER OF SEATS

The touring cars must have 4 seats minimum.

4) WEIGHTS

Group A cars are subject to the following scale of minimum weights in relation to their cubic capacity.

up to: 1,000 cm³ 620kg

1,300 cm³: 720kg

1,600 cm³: 800kg

2,000 cm³: 880 kg

2,500 cm³: 960 kg

3,000 cm³: 1,035 kg

4,000 cm³: 1,185kg

5,000 cm³: 1,325 kg

over: 5,000 cm³: 1,400 kg

The weights are those of the cars in racing trim (according to the General prescriptions Gr. N, A, B, Art. 2.2), but including the safety equipment defined in Article 253.

The use of ballast is permitted in the conditions provided for under Article 2.3 of the general prescriptions for groups N, A, B.

5) MODIFICATIONS AND ADJUNCTIONS ALLOWED

GENERAL CONDITIONS

Irrespective of the parts for which the present article lays down freedom of modification, the original mechanical parts having undergone the normal machining operations laid down by the manufacturer for series production may be subjected to all tuning operations through finishing, scraping but not replacement. In other words provided that the origin of the series production part may always be established, its shape may be ground, balanced, adjusted, reduced or modified through machining. However, the modifications defined by the above paragraph are allowed on condition that the weights and dimensions mentioned on the homologation form are respected.

Adjunction of material: any adjunction of material or parts is forbidden unless it is specifically allowed by an Article in these regulations.

Nuts and bolts: throughout the car, any nut, bolt, screw may be replaced by another nut, bolt, screw.

5.1) ENGINE

5.1.1) Cylinder-block - Cylinder-head

A rebore of 0.6 mm maximum is allowed in relation to the original bore without this leading to the capacity class limit being exceeded. The resleeving of the engine is allowed within the same conditions as for reboring, and the sleeve material may be modified.

Planing of the cylinder block is allowed.

Cylinder head: planing authorized.

5.1.2) Volumetric ratio: free.

5.1.3) Cylinder head gasket: free

5.1.4) Pistons: free as well as the piston-rings, gudgeon pins and their securing mechanism.

5.1.5) Connecting rods, crankshaft: besides the modification laid down in the paragraph "General Conditions" above, the original crankshaft and connecting rods may receive chemical or heat treatment different to the laid down for series production parts.

5.1.6) Bearings: make and material are free, they must however retain their original type and dimensions.

5.1.7) Flywheel: it may be modified in accordance with the above paragraph "General Conditions" provided that the original flywheel may be identified.

5.1.8) Fuel feed: The original system, as specified on the homologation form (such as K-Jetronic) must be retained.

Carburettor(s) parts or fuel injection system parts regulating the quantity of fuel reaching the engine may be changed, provided they have no influence on air admission.

Anti-pollution elements may be removed provided that this does not lead to an increase in the quantity of air admitted.

Provided that the original air filter box is retained it may be modified (as per Article 5 "General Conditions") and in particular, the filter may be removed, and grates may be added on the air inlet. An additional air filter may be fitted. The air ducting devices situated in front of the air filter are free in the engine compartment.

In the case of injection, it is possible to select a different air measuring device, provided that this still complies with Article 324c on the homologation form, Articles C1 to C5 being able to be modified in this way.

Fuel Pump(s) are free provided that they are not installed in the cockpit. Should this be an original fitting, the pump may remain in place, but must be well protected.

The accelerator linkage may be replaced or doubled by another whether or not it is supplied by the manufacturer.

The number, the characteristics and the principle of operation of the heat exchangers are free, provided that the original model was fitted with at least one exchanger.

5.1.9) Camshaft(s): free (except the number and number of bearings). Timing is free.

With regard to the cylinder head orifices (inner side of the engine) in the case of rotary engine, only those dimensions which have been entered on the homologation Form have to be respected.

5.1.10) Valves: the material and the shape of the valves are free, but their characteristic dimensions (mentioned on the homologation form) must be retained (including the respective angles of the valves axis). Maximum valve lift must be maintained, with a tolerance of +0.3mm.

The cups, cotters and guides (even if they do not exist as original parts) are not subject to any restrictions. Shims may be added under the springs.

5.1.11) Ignition: the ignition coil(s), condenser, distributor, interrupter and plugs are free subject to the ignition system (battery/coil or magneto), remaining the same as provided by the manufacturer for the model concerned.

The fitting of an electronic ignition system, even without a mechanical Interrupter, is allowed provided no mechanical part other than those mentioned hereabove is modified or replaced. In the same conditions, it shall be possible to change an electronic ignition for a mechanical ignition. The number of plugs may not be modified; that of the coils is free.

5.1.13) Cooling: Provided the original fitting on the car is retained, the radiator and its fixation are free, as are the lines linking it to the engine. A radiator screen may be fitted.

Thermostat is free. Dimensions and material of the fan/turbine are free, as are their number.

The fitting of a water catch tank is allowed. The radiator cap may be locked.

The water injection devices may be disconnected, but not removed.

5.1.14) Lubrication: radiator, oil/water exchanger, lines, sump and filter, are free. However, the fitting of an oil radiator outside the bodywork is only allowed below the horizontal plane passing through the hub in such a way that it does not protrude beyond the general perimeter of the car seen from above as it stands on the starting line.

Fitting an oil radiator in this manner does not allow the addition of an enveloping aerodynamic structure. All air vents must have the sole function of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.

Oil pressure may be increased by changing the discharge valve spring.

If the lubrication system includes an open type sump breather it must be equipped in such a way that the oil flows into a catch tank.

This must have a capacity of 2 litres for cars with a cubic capacity equal to or below 2,000 cc, and 3 litres for cars with a cubic capacity of over 2,000 cc. This container shall be made either out of plastic or shall include a transparent window.

5.1.15) Engine- Suspension - Angle and position

Supports are free provided that the angle and position of the engine within its compartment are not modified, and that Articles 5.7.1 et 5-General Conditions are respected.

5.1.16) Exhaust: below the exhaust manifold exit the exhaust is free provided that the sound levels in the country(ies) crossed are not exceeded if it is an event on open roads. The exhaust exit must be inside the car's perimeter. (See General Prescriptions, Article 3.5).

For cars with turbocharged engines the exhaust manifold can only be modified after the turbocharger.

5.1.17) Driving pulleys and belts for ancillaries situated outside the engine: may not be removed but their material and dimensions are free.

5.1.18) Gaskets: free.

5.1.19) Engine: springs: in the event of supercharging the spring(s) limiting the pressure in the inlet must remain unchanged. Other springs are not subject to any restrictions but they must keep their original functioning principle.

5.1.20) Starter: it must be conserved, but its make and type are free.

5.2) TRANSMISSION

5.2.1) Clutch: the clutch and its mechanism are free provided that it has the same number of plates as the series production item, that the original housing is retained, and the type of Clutch operation (hydraulic or mechanical as fitted in series production is not changed in anyway.

The operation lever of a mechanical clutch may be changed from "push" to "pull" and vice-versa.

5.2.2) Gearbox

An additional lubrication and oil cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) in the same conditions as for Article 5.1.14, but the original lubrication principle must be retained.

The gears of the additional gear box on the homologation form may be changed, provided that they respect the information given on this form.

5.2.3) Final drive and differential

A limited-slip differential is allowed provided that it can be fitted into the original housing without any modification other than those laid down in the above paragraph "General Conditions". The original differential may also be locked.

The original lubricating principle for the rear axle must be retained. However, an additional lubricating and oil cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) under the same conditions as for Article 5.1.14.

5.3) SUSPENSION

The position of the mounting points of the suspension to the wheel uprights and to the shell must remain unchanged.

5.3.1) Reinforcement bars between the suspension mounting points to the body shell may be installed.

5.3.2) Strengthening by the adjunction of material, of the mounting points and existing suspension parts, the running gear and all the suspension parts is allowed.

5.3.3) Anti-roll bar: The anti-roll bars homologated by the manufacturer may be repaced or removed, provided that their mounting points on the chassis remain unchanged.

5.3.4) The joints may be of a different material from the original ones. Rubber articulations may therefore be replaced by "Uniball" joints, if this modification is possible without adding any material other than, that of the joint.

5.3.5) The material and main spring dimensions are free (but not the type). The spring seats may be made adjustable even if this includes the adjunction of material.

A coil spring may be replaced with two or more springs of the same type, concentric or in series, provided that they are fully interchangeable with the original and can be fitted without any modifications other than those specified in this article.

5.3.6) Shock Absorbers: Make is free, but not the number, the type (telescopic, arm, etc.), the system of operation (hydraulic, friction, mixed, etc.) nor the supports.

With regard to their principle of operation, gas-filled shock-absorbers will be considered as hydraulic shock-absorbers. If in order to change the damping element of a Mac Pherson suspension, or suspension working on an identical principle, it is necessary to

replace the entire Mac Pherson strut, the replacement part must be mechanically equivalent to the original one, except for the damping element, and the spring cup.

5.4) WHEELS AND TYRES

Complete wheels (complete wheel = flange + rim + tyre) are free provided that they can be housed within the original bodywork; this means the upper part of the wheel (rim flange and tyre flank), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically.

In no case should the width of the rim-tyre assembly in relation to the cubic capacity of the car, exceed the following:

up to: 1,000cm ³	7.0"
1,300cm ³	7.5"
1,500cm ³	8.0"
2,000cm ³	9.0"
3,000cm ³	10.0"
4,000cm ³	11.0"
5,000cm ³	12.0"
over: 5,000cm ³	13.0"

The rim diameter may be increased or reduced by up to 2 Inches in relation to the original dimensions.

The wheels do not necessarily have to be of the same diameter.

5.5) BRAKING SYSTEM

5.5.1) Brake linings

Material and mounting method (riveted or bonded) are free provided that the dimensions of the linings are retained.

5.5.2) Servo brakes and braking force adjusters (pressure limiters)

They may be disconnected but not removed. The adjusting device free.

5.5.3) Cooling of brakes

Protection shields of homologated may be modified or removed, but material may not be added.

A circular flexible pipe to channel air to the brakes of each wheel is allowed, but its interior diameter must not exceed 10 cm.

The air pipe's must not go beyond the perimeter of the car, seen from above.

5.5.4) Brake discs: the only operation allowed is rectification.

5.5.5) The handbrake device may be disconnected but only for closed course races (circuit, hillclimbs).

5.6) STEERING

The assistance may be suppressed.

5.7) BODYWORK - CHASSIS

5.7.1) Lightening and reinforcements

Strengthening of the suspended part is allowed provided that the material used follows the original shape and is in contact with it.

Insulating material may be removed from under the car floor, from the engine compartment, the luggage boot, and the wheel arches.

5.7.2) Exterior

5.7.2.1) Bumpers: Overrides may be removed.

5.7.2.2) Hub-caps and wheel embellishers: hub-caps may be removed. Wheel embellishers must be removed.

5.7.2.3) Windscreen wipers: motor position, blades and mechanism are free but there should be at least one windscreen wiper provided for the windscreen. The windscreen washer device may be disconnected.

5.7.2.4) External decorative strips may be removed.

5.7.2.5) Jacking points may be strengthened, moved, and increased in number.

5.7.2.6) Headlight covers may be fitted provided their sole aim is to protect the headlight glass and that they have no effect on the car's aerodynamics.

5.7.2.7) Taking into account the different police regulations in each country registration plate locations are free.

5.7.2.8) The registration plate mountings may be disconnected but not their lighting system.

5.7.2.9) Additional safety fastenings for the windscreen and the side windows may be fitted provided they do not improve the aerodynamic qualities of the car.

5.7.2.10) The fitting of underbody protection is allowed in rallies only.

5.7.2.11) The edges of the wing panels may be folded back if they protrude inside the wheel housing.

5.7.2.12) Removable pneumatic jacks are permitted, but without the compressed air bottle on board (circuits only).

5.7.3) Cockpit

5.7.3.1) Seats: seats and their mountings are free, but they must include a headrest. The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.

The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.

The passenger's seat may be removed as well as the rear seats (including their backrests).

5.7.3.2) Should the fuel tank be installed in the boot and the rear seats removed, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank.

5.7.3.3) Dash board: standard, however the trimmings situated below this and which are not a part of it may be removed.

5.7.3.4) Doors: The following is allowed:

- the removal of soundproofing material provided that this does not modify the shape of the doors.

- the replacement of electric winders by manual ones.

5.7.3.5) Roof: padding and insulating material may be removed provided that the shape of the ceiling is not modified.

5.7.3.6) Floor: insulating and padding materials may be removed. Carpets are free and may thus be removed.

5.7.3.7) Other padding and soundproofing materials may be removed.

5.7.3.8) Heating system: The original heating equipment may however, be replaced by another also provided by the manufacturer, and mentioned in his catalogue as supplied on demand.

5.7.3.9) Air conditioning: may be added or removed but heating must be assured.

5.7.3.10) Steering wheel: free, the anti-theft device may be removed.

The steering can be on either the right or left provided that it is a question of a simple inversion of the driving wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion.

5.7.3.11) A rollover cage may be fitted. (See Art. 253.9).

5.7.3.12) The rear removable window shelf in two volume cars may be removed.

5.7.3.13) Fluid pipes: liquid pipes may pass through the cockpit, but these pipes should not have any connections in the cockpit. Air pipes may only pass through the cockpit if these are intended for the ventilation of the cockpit.

5.7.4) Additional accessories

All those which have no influence on the car's behaviour are allowed, for example equipment which improves the aesthetics or comfort of the car interior (lighting, heating, radio, etc.). In no case can these accessories increase the engine power or influence the steering, transmission, brakes, or roadholding even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

The following is allowed:

- 1) The original windscreen may be replaced by a laminated windscreen with defrosting equipment incorporated.
- 2) Instruments such as speedometers, etc. may be installed or replaced without this causing any risks.
- 3) The horn may be changed or an additional one added, within reach of the passenger.
- 4) Circuit breakers may be freely changed vis-a-vis their use, position, or number in the case of additional accessories.
- 5) A "fly-off" hand brake may be installed.
- 6) Spare wheel(s) is/are not compulsory. However if there is/are any, it/they must be securely fixed, and not installed in the space reserved for the driver and front passenger (if he is on board). No exterior modification of the bodywork must result from its/their installation.
- 7) Additional compartments may be added to the glove compartment and additional pockets in the doors provided they use the original panels.
- 8) Insulating material may be added to the existing bulkheads to protect the passengers from fire.
- 9) it is permitted to change the joints of gear-box change systems.

5.8) ELECTRICAL SYSTEM

5.8.1) The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.

5.8.2) The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables. Electric cables and their sleeves are free.

5.8.3) Battery: the make and capacity of the battery(ies) are free. Each battery must be securely fixed and covered to avoid any short circuiting or leaks. Their location is free, however it (they) must not be placed in the cockpit. The number of batteries laid down by the manufacturer must be retained.

5.8.4) Generator and voltage regulator free, but neither the position nor the driving system of the generator may be modified. The position of the voltage regulator may be changed but may not be placed in the cockpit unless it was placed there originally.

5.8.5) Lighting - Indicating

All lighting and signalling devices must comply with the legal requirements of the country of the event or with the Convention on international road traffic.

Taking this comment into account the location of the indicators and parking lights may be modified, but the original orifices must be sealed. The make of the lighting devices is free.

Lighting devices which are part of the standard equipment must be those foreseen by the manufacturer and must comply where their functioning is concerned with what the manufacturer has foreseen for the model in question.

However, the operating system of the retractable headlights, as well as its energy source, may be modified.

Freedom is granted with regard to the frontal glass, the reflector and the bulbs. The mounting of additional headlights is authorised provided that a total of 8 is not exceeded (parking lights and side lights not included) and provided that the total is an even one.

They may, if necessary, be fitted into the front part of the coachwork or into the radiator grille, but such openings as needed in this case must be completely filled by the headlights. The replacement of a rectangular headlight by two circular ones, or vice-versa, fitted on a support corresponding to the dimensions of the aperture and sealing it completely is allowed. The fitting of a reverse-light is authorised, if necessary by embedding it into the coachwork, but provided it will only switch on when the reverse-gear is engaged and provided the police regulations are respected.

The Supplementary Regulations of an event may give waivers to the above mentioned prescriptions.

5.9) FUEL TANKS

5.9.1) The total capacity of the fuel tanks must not exceed the following limits.

Cars up to 700cc	: 60 l
Cars from 700 cc to 1,000cc	: 70 l
1,000cc to 1,300cc	: 80 l
1,300cc to 1,800cc	: 90 l
1,600cc to 2,000cc	: 100 l
2,000cc to 2,500cc	: 110 l
Cars over 2,500 cc	: 120 l

5.9.2) The fuel tank may be replaced by a safety fuel tank homologated by the FIA (specification FT3) or by another tank homologated by the car manufacturer. In this case, the number of tanks is free and the tank may be placed inside the luggage compartment but provision should be made for a collector hole to collect any petrol which may have leaked in this compartment.

The various homologated tanks and the FT3 tanks may also be combined (including the standard tank), insofar as a total of their capacities does not exceed the limits determined by Article 5.9.1.

The position of the original tank may only be modified in cars of which the tank had been placed by the manufacturer inside the cockpit and close to the occupants. In this case it shall be permissible either to install a protective device between the tank compartment, and, if need be, to modify its supplementary accessories (refuelling orifice, petrol pump, overflow pipe). In any case, the changes of the position of the tanks should not give rise to any lightnings or reinforcements other than those provided for under Article 5.7.1 but the opening remaining after the removal of the original tank may be closed by the installation of a panel. The position and the dimension of the filter hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into one of the interior compartments of the car.

5.9.3 The use of an increased capacity fuel tank may be authorised by the ASN with the agreement of the FIA for events or specific geographic conditions (crossing desert or tropical country for example)