

competing in the International Championship of Makes for 1969 would be an infringement to the stability rules adopted in October 1967 on request of all interested parties and would therefore not be justified.

Nevertheless, the Executive Board decided that the fitting of safety fuel tanks of a type approved by the FIA would become compulsory as regards cars of groups 4 and 6 competing in speed events on circuits or hill-climbs as from 1st January 1970. At the same time, it decided to reduce the maximum capacity of the tank (at present 160 litres) to about 120 litres. The exact scale of capacities will be published as soon as the FIA has all necessary information as regards the commercialization of safety type fuel tanks.

Moreover, the Board will propose to the CSI, at its next meeting, to maintain (except for the introduction of safety fuel tanks, as specified hereabove) the present rules in force for the Championship of Makes (3 litres Prototype-Sportscars and 5 litres Sportscars for 1970.

Yet, as from 1st January 1971, it proposes that group 4 (Sportscars) be no longer retained for the Championship of Makes which will then admit solely cars of group 6 (Prototype-Sportscars), (or 7), equipped with the following engines :

- a) free racing engines with a maximum cylinder-capacity of 3500 c.c.
- b) engines of which the cylinder-block and cylinder-head are derived from the engine of a car for which the FIA has acknowledged a series-production of at least 5000 units in 12 consecutive months. Maximum cylinder-capacity : 5000 c.c.

#### REVISION OF APPENDIX D (Records)

The Board approved a draft revision submitted by an ad hoc Sub-Commission and decided that the new prescriptions would be enforced as from 1st January 1970.

The main characteristics of this revised Appendix D are the following :

1) Clearer distinction between automobiles and special vehicles :

New wording of article 13 of the International Sporting Code :

- " Land vehicle : locomotive driven under its own power "
- " and, when in motion, constantly and "
- " really supported by land, either directly by mechanical
- " means of bearing or indirectly by "ground effect" "
- " (hovercraft) and the propelling component and steering"
- " system of which are constantly and entirely controlled"
- " by a driver on board. "

" Land vehicles may be divided into two basic categories :

" a) automobiles : land vehicle, running on at least four wheels not aligned, two of which at least assume the steering function and two at least the propulsion.

" b) special vehicles : land vehicles propelled otherwise than through their wheels.

2) The organization of a series of record attempts will be considered as a sporting event with all the rights and obligations entailed by this status.

3) New definition of the types of records :

- a) Local record (article 34 unchanged)
- b) National record : a record established or broken in compliance with the regulations established by an ACN on its territory or on the territory of another ACN by previous agreement of the latter (art. 35). A national record is a "class record" if it is the best performance in one of the classes into which the types of cars admitted for the attempt are sub-divided, or an "absolute record" if it is the best performance when the class is not taken into account.
- c) International records for automobiles per categories and groupes of cars and per cylinder-capacity classes or other sub-divisions (see hereafter)
- d) Special international records for special vehicles (see after)
- e) World records for automobiles

4) New classification of land vehicles for record attempts

Art. 199 : Classification of land vehicles for record attempts :

see table on following page

AUTOMOBILES

CATEGORIES AND GROUPS	CLASSES
<p><u>Category A</u> : Special cars</p> <p>Group I : reciprocating Otto cycle with or without supercharging</p> <p>Group II : reciprocating Otto cycle without supercharging</p> <p>Group III : Diesel cycle without or with supercharging</p> <p>Group IV : Diesel cycle without supercharging</p> <p>Group V : rotating Otto cycle without or with supercharging</p> <p>Group VI : rotating cycle without supercharging.</p>	<p>1 capacity up to 250 cc</p> <p>2 capacity over 250 cc and up to 350 cc</p> <p>etc. see article 199 of the International Sporting Code, classes unchanged.</p>
<p>Group VII : <u>Electrical vehicles</u></p> <p>Group VIII : <u>turbine engines</u></p>	<p>1 empty weight up to 500 kg</p> <p>2 empty weight over 500 kg and up to 1000 kg</p> <p>3 empty weight over 1000 kg</p>
<p><u>Category B</u> : Series-production touring cars recognized in 5000 units</p>	<p>1 capacity up to 1000 cc</p> <p>2 capacity over 1000 cc and up to 2000 cc</p> <p>3 capacity over 2000 cc and up to 3000 cc</p> <p>4 capacity over 3000 cc and up to 5000 cc</p> <p>5 capacity over 5000 cc and up to 7000 cc</p> <p>6 capacity over 7000 cc</p>
<p><u>Category C</u> : Special vehicles propelled by jet engines, hovercraft, etc.</p>	

5) New division of records

- a) Local and national records : the ACN concerned will fix the distances and times as well as any other rule deemed advisable.
- b) For international and world records, times and distances will be as follows :

Distance records with flying start

1 km, 1 mile.

Acceleration records, standing start

1/4 mile, 0,5 km, 1 km

Distance records, standing start :

km : 10 - 100 - 500 - 1000 - 5000 - 10000 - 25000 - 50000 - 100000.

Miles : 10 - 100 - 500 - 1000 - 5000 - 10000 - 25000 - 50000 - 100000.

Time records, standing start

Hours : 1 - 6 - 12 - 24  
*- DTP cycle DIESEL - WATERS*

For cars of groups II, IV and VI (see article 4 hereabove) only records up to 1000 miles and 6 hours in duration can be established.

N.B. : As regards records for Touring Cars (see article 4 hereabove) only a car of a model recognized in group 1 of Appendix "J" may be used. Yet the choice of the car used will be carried out in the following manner and independently from the special group 1 prescriptions included in Appendix "J" :

Before the realization of the attempt, three cars will be chosen at random by a steward nominated by the CSI. These cars will be run in under constant supervision of the steward and after this running in, the competitor will choose among them the car for the attempt. The sole operations necessary for the running in of the cars are allowed, including the replacement of defectuous parts, always under the steward's control.

The fuel to be used for the running in and the attempt will be of the commercial type, with characteristics not superior to those of the manufacturing country of the car or of the country where the attempt takes place.

PARTICIPATION OF CARS OF GROUPS 4, 5 AND 6 IN EVENTS OF THE EUROPEAN RALLY CHAMPIONSHIP

The Executive Board noted the case of the Rally of Great-Britain where a parallel event, open to cars of groups 4, 5 and 6 had been organized under the name of "Rally of the European Clubs".

The Board considered this to be an infringement of the European Championship regulations, article 2 of which specifies that no car model not belonging to groups 1, 2 or 3 may be admitted in a qualifying event, even "hors concours". It was thus decided to delete the results of the Rally of Great-Britain from the general classification of the European Rally Championship for Manufacturers.

As far as the Rally of Monte Carlo was concerned, where a similar parallel rally is planned, denominated "Mediterranean Rally" and open for cars of groups 4, 5 and 6, the Board, after having been informed by the organisers of the Monte-Carlo Rally that they were unable to cancel the Mediterranean Rally, decided to withdraw the Monte-Carlo Rally from the 1969 European Rally Championship.

MODIFICATION OF ARTICLE 260 q OF APPENDIX J  
(applicable as from 1st January 1969)

For safety reasons, the Executive Board decided to modify art. 260 q as follows :

" But even when the recognition form mentions these " "  
" differences the four wheels of the car must always have " "  
" the same diameter (instead of "same dimensions"). " "  
" Should the front wheels have a different width than the " "  
" rear wheels, and for regularity events only, the car " "  
" should carry two spare wheels aboard. "

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