

Modified Article	Date of Application	Date of Publication

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.

Any HEADING is for reference only and has no regulatory effect.

1. GENERAL

For each *Automobile* coachwork will be deemed to include all external parts of the *Automobile* which extend above the highest point of either the front or rear complete wheels (with tyres) with the exception of units definitely associated with the functioning of the engine or transmission and the safety cage structure.

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

Neither the safety cage structure nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating vertical thrust.

The leading edge of any aerofoil fixed to the front of the *Automobile* must not be sharp.

Switches for battery isolation and firefighting equipment may project beyond the coachwork without infringing regulations.

2. 2ND CATEGORY

Each *Automobile* shall comply with the following requirements (except where varied by specific Group or Group Category regulations):

The highest point of any forward facing gap in the coachwork must not be situated above a horizontal plane 800mm above the lowest point of the entirely sprung structure of the *Automobile*. The maximum width of coachwork must not exceed by more than 200mm the maximum width between the two vertical planes tangent to the outer faces of the front/rear wheels.

3. 1ST CATEGORY

Each *Automobile* shall comply with the following requirements (except where varied by specific Group or Group Category regulations):

- (a) No element of coachwork may exceed in height a horizontal plane situated at 900mm above the ground. Neither the safety cage structure nor any of the units associated with the functioning of the engine will be included. Measurements are to be taken with the driver on board.
- (b) Each *Automobile* of a type registered at 1 January 1975, but constructed after 1 July 1975; and each *Automobile* of a type not registered at 1 January 1975, but constructed after 1 January 1976; and each *Automobile* registered at 1 January 1975, but which subsequently varied; must all comply with the following requirements:

	F4000	F2	F/Ford
Maximum width ahead of front wheels	1,500mm	1,500mm	950mm
Maximum width ahead of front wheels, above height of wheel rims	1,100mm	1,100mm	950mm
Maximum width between front and rear wheels + deformable	1,300mm	1,100mm +200mm	1,300mm
Maximum width behind rear wheels	1,100mm	1,100mm	1,100mm
Maximum front overhang		1,000mm	
Maximum rear overhang (from centre of wheel/axle)	800mm	1,000mm	

- (i) Each wheel shall be external to the coachwork.
- (ii) Unless otherwise specified in technical regulations the coachwork opening giving access to the cockpit must be at least 600mm long; and 450mm wide, maintained over 300mm from the rearward point of the seat backrest towards the front. It must be able to be entered or left without it being necessary to open a door or remove a panel. Sitting at his steering wheel the driver must be facing forwards.



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