GENERAL REQUIREMENTS FOR CARS AND DRIVERS

Schedule F - Aerofoils and Coachwork

The following are the CAMS (and FIA) parameters regarding the fitting of aerofoils and other aerodynamic devices to cars.

1. For each automobile (1st, 2nd, 3rd, 4th, 5th and 6th Categories) coachwork shall 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 roll bar.

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 car and shall be firmly fixed whilst the automobile is in motion.

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

All external projections swinging in a horizontal plane shall have a minimum radius of 15mm. The leading edge of any aerofoil fixed to the front of the automobile shall not be sharp.

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

2. 2ND CATEGORY

Each automobile shall comply with the following requirements (except for an automobile which complies with Group 2C Regulations - refer to "Race" in the CAMS Manual of Motor Sport):

The highest point of any forward facing gap in the coachwork shall 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 shall 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:

3.1 No element of coachwork may exceed in height a horizontal plane situated at 900mm above the ground. Neither the roll bar nor any of the units associated with the functioning of the engine shall be included. Measurements are to be taken with the driver on board.

3.2 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 have subsequently been substantially varied; must all comply with the following requirements:

Table for Art. 3.2

	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	

3.3 Each wheel shall be external to the coachwork.

3.4 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. Moreover, the cockpit must be so conceived that the maximum time necessary for the driver to get out does not exceed five seconds.

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