

Appendix No. 14

TECHNICAL REQUIREMENTS FOR LADA VFTS CUP CARS

1. In „LADA VFTS Cup“ can participate these model cars:
LADA VFTS; LADA VTFS kit cars; LADA VIHUR; LADA MTX ir LADA 2101, 2011, 2102, 2103, 2104, 2105, 2106, 2107; FIAT Seat-124, FIAT-124, Polski Fiat-125 ir ZASTAVA.
2. All entrants must have a technical passport of sport car or relevant documents, which confirms that vehicle comply with legitimate regulations to use vehicle on public roads.
3. All responsibility for vehicle compliance with safety and technical requirements assumes the driver of the vehicle.

II. LADA VFTS CUP technical requirements for the vehicle.

1. At the scrutineering competitor declares that vehicle complies with these technical requirements.
2. The general circuit breaker must be installed in the vehicle and must cut all electrical circuits (except electrical fire extinguishing system if it is installed into vehicle) and also the engine must to stop.
3. The general circuit braker must be easy to reach for a crew (sitting normally with fastenend safety belts) and also from outside.
4. As for the outside, the triggering system of the circuit breaker should compulsorily be situated at the the lower part of the windscreen mountings (on the left or right corner).
5. Outside the car the position of the general circuit breaker should be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.
6. At least two additional safety fasteners can be fitted for each bonnet and boot lids. In that case original locking mechanisms must be removed or rendered inoperative

7. Rear view

Raerward visibility must be ensured by two external rear view mirrors (one on the right and one on the left). These rear view mirros may be as standard.

An inside rear view mirror is optional.

8. Towing-eye

All cars must have front and rear towing-eye. These towing-eyes must be clearly visible and painted in yellow, orange or red color.

9. Windows

Front window must be provided by the manufacturer, side and rear windows may be used from plastic. If using a standard side and rear windows provided by the manufacturer it is mandatory to use the transparent film from inside the window.

10. Fuel tank

Fuel tank must be standard and to remain in standard place defined by vehicle manufacturer or to remain at place defined by homologation or can be equiped with FT3 1999, FT3.5 or FT5 safety fuel tank which complies with FIA Appendix J article 252.9.6 and 253.14 regulations. Fuel lines may pass through the cockpit, but without any connectors inside. Installation of fuel lines must comply with regulations of FIA Appendix J article 253. Jų pravedimas turi atitikti FIA kodekso J priedo 253 straipsnio reikalavimus. Fuel, oil and brake lines fitted outside the cockpit must be protected externally against any risk of deterioration.

11. Battery cell

If the battery is transferred from the original position it must be attached to the floor with metal seat and two metal rings with the isolating coating by bolts and nuts. For the strength of these rings, the bolts of minimum 10 mm diameter should be used, under each bolt a spacer of minimum 3mm thick, of the minimum 20 cm² surface must be used and it has to be attached to the metal of the bodywork. A battery cell, swamped with the liquid, must be covered by the liquid-proof plastic box,

fixed independently to the battery. The position of it: free, however, in cockpit is should be placed behind the front seats.

12. Seats.

It is mandatory to use good condition, unmodified anatomical type seats which have four or five holes for safety belts. Also can be installed original sports seats the same as it was installed to the cars on that period or later when it was used in motorsports. It is recommended to use FIA homologated racing seats (FIA standard 8855/1999) or to use seats with expired homologation. If the original seat attachments and supports are changed (it means that if the car was not used with these seat supports on that period or later when it was used in motorsports), the new parts must either be approved for that application by the seat manufacturer or must comply with the specifications mentioned below:

12.1. The seat supports must be fixed to the anchorage points for fixing the seats via at least 4 mounting points per seat, using bolts measuring at least 8 mm in diameter and counterplates, according to the Drawing. The minimum area of contact between support, shell/chassis and counterplate is 40 cm² for each mounting point. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000 N, applied non-simultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.

12.2. The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8 mm and reinforcements integrated into the seat. Each mounting point must be capable of withstanding a force of 15000 N applied in any direction.

12.3. The minimum thickness of the supports and counterplates is 3 mm for steel and 5 mm for light alloy materials. The minimum longitudinal dimension of each support is 6 cm.

The back seats may be uninstalled. For sedan type cars after uninstalling the back seats it is mandatory to place a protective flameproof and airtight for liquids screen.

13. Allowed or mandatory modifications or additions.

All modifications which are not allowed by these regulations are forbidden. The only modifications allowed are those which are necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The cars must be strictly series production and identifiable from the information specified in the articles on the homologation form of the manufacturer. Non-homologated cars competitors must have and present for technical scrutineering detailed description for model of the car.

14. Engine.

Engine must remain provided or confirmed to use by the manufacturer.

Engine mounting: There are no limitations for the material of elastic parts used for engine mounting, except for the number and place of engine mounting points.

Exhaust system: It may be modified. It is allowed to modify the exhaust from the first silencer to the exit, the maximum external diameter of the duct being that of the pipe situated upstream of the first silencer. If two inlets exist in the first silencer, the section of the modified duct must be less than or equal to the total of the two original sections. These liberties must not entail any bodywork modifications.

The noise level must not exceed 100 dB for an engine rotation speed of 3500 rpm. A noise level is measured according to the FIA method.

Cylinder head gasket: The material is free, but not the thickness (provided by manufacturer).

15. Gearbox – provided by the manufacturer. It is allowed to use other gear ratios from other car models provided by the manufacturer. It is allowed to use dogbox.

16. Transmission

Clutch: The disc is free, with the exception of the number.

Reduction gear – free.

17. Suspension:

Springs: The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork.

Coil springs: free.

Leaf springs: free.

Torsion bars: free.

Shock absorbers: free. For McPherson suspensions, the shape of the spring seats is free.

The reinforcing of the structural parts of the suspension and its anchorage points by the addition of material is allowed.

18. Wheels and tyres

Wheels made from forged magnesium is forbidden. Wheels must be covered by the wings.

Wheels fixations by bolts may be changed to fixations by pins and nuts.

The spare wheel is compulsory.

19. Braking system

Brake linings are free.

In the case of a car fitted with servo-assisted brakes, this device may be disconnected.

Any wires or tubes between rollbars and bottom strut are prohibited.

20. Bodywork

20.1. Exterior. The fitting of the underbody protections is allowed.

20.2. Interior. All the accessories which improve the aesthetics or comfort of the car interior (lighting, heating, radio, etc.) are allowed without restrictions. 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:

Additional measuring instruments such as speedometers, gauges, etc. is free

The horn is mandatory, but it is free.

The steering wheel is free. The locking system of the anti-theft steering lock may be rendered inoperative.

20.3. Reinforcements. Body reinforcements are authorized on condition that material following the original shape.

21. Electric system.

21.1. Generator. May be replaced by more powerful one.

21.2. Lights: The mounting of additional six headlights is authorised provided that total number of headlights equipping the car does not exceed 8 (parking lights and rear lights are not included). Additional lights may exceed the perimeter of the car, however, they must not cover the light flow of the main lights.

21.3. Fuses: they may be added to the electrical system.

22. Minimum weight of the vehicles according to the class:

22.1. At any time during the event, except the service zone, a car must comply with the minimum weight.

- up to 1300 cm³ - 820 kg;
- more than 1300 cm³ up to 1600 cm³ – 900 kg;
- more than 1600 cm³ up to 2000 cm³ – 1000 kg;
- more than 2000 cm³ – 1200 kg.

22.2. The minimum weight of the car: this is the real weight of the car, with neither driver nor co-driver nor their equipment and with a maximum of one spare wheel.

At no time during the event may a car weigh less than indicated in this article.

III. Safety requirements.

These safety requirements are mandatory to all LADA VTFS CUP cars.

During the technical srutineering the competant declares that the car complies with these safety requirements.

23. Safety belts.

Two shoulder straps and one lap strap is obligatory. Anchorage points in the shell: two for the lap strap, two for the shoulder straps. These belts must be homologated by the FIA and comply with FIA standards No. 8854/98 or 8853/98. Their validity date is extended for 5 years (calculated from the date which is on the label of ordered belts).

During the rally two belt cutters must be carried on board. They must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

The mounting of safety belts is described in 6.2 section of 253 article (FIA appendix J).

It is recommended to use six point safety belts with valid homologation of FIA.

24. Extinguishers.

Powder extinguishers are mandatory.

Each extinguisher must be mounted in such way that it could withstand a deceleration of 25 G in any direction. Only quick release two metal fasteners with metal straps are accepted. Extinguisher must be easily accessible for the competant. Minimum quantity of extinguishant – 2 kg. The following information must be visible on each extinguisher:

Capacity, type of extinguishant, weight or volume of the extinguishant, date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of filling or the date of the last check.

25. Rollbars.

Rollbars are mandatory. Rollbars may be fitted to the cars originally, if they really participated in their or later period races or must to comply with regulations of FIA Code 253.8 article (Appendix J) year of 1993 and Appendix “K” chapter V and VI of 8 paragraph.

26. Drivers clothing

It is mandatory to wear helmets homologated by FIA or with expired homologation

Close type non-inflamable overalls are mandatory.

It is recommended to use homologated overalls or the ones with expired homologation.

During the technical scrutineering the competitors must also submit their helmets and clothing, the suitability of which will be evaluated by the technical committee.

Rollbar schemes by Appendix K of FIA Code:

