



**2022 NATIONAL TECHNICAL REQUIREMENTS
(TECHNICAL REGULATIONS) FOR HISTORIC
GROUPS CARS**

APPROVED:
LASF Rally Committee, 2022-02-10 Protocol No.
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1. GENERAL PROVISIONS

- 1.1. This Regulation shall enter into force on 2022. February 15 and valid until the official publication of its amendment.
- 1.2. FIA International Sporting Code J (**hereinafter FIA TSK J**) are set out in the Annex requirements only apply if there is a clear reference to a specific article / item.
- 1.3. Reference: <https://www.fia.com/regulation/category/123>
- 1.4. The parts of the vehicle and their attachment must be such that they do not endanger the crew, the personnel servicing the vehicle, third parties or the property (property) of third parties.
- 1.5. Anything not expressly permitted by this regulation is prohibited. Permitted modifications / conversions must not result in or have any unauthorized modifications.
- 1.6. In the event of a dispute concerning the understanding or application of certain points, the right to comment and to interpret this regulation is up to the LASF Rally Committee.

2. DEFINITIONS

- 2.1. **Basic model**-a car model, including all its modifications, manufactured during a certain period and bearing its factory code (marking).
- 2.2. **Homologated car**-a modification of a car or a variant of its performance, which is recorded in the list of homologated cars of the FIA or the National Automobile Sports Federation, according to an officially approved set of parameters.
- 2.3. **Body frame**-it is the whole bodywork of a metal body marked with a VIN identification number, factory-fitted with welding or other fasteners (glue, rivets) covering the car floor (including the transmission tunnel and sills), front and rear spars and beams and partitions between them (if in the manufacturing process non-bolted), A, B, C pillars, roof beam with reinforcing beams, rear fenders (if not bolted during production), bulkhead between compartment and engine compartment, bulkhead (if fitted) between passenger compartment and luggage compartment, the beam of the chassis and the points of attachment of the suspension (if they are not bolted during the manufacturing process).
- 2.4. **Salon**-the space provided by the vehicle manufacturer for the driver and passenger, separated from the engine compartment and the luggage compartment by partitions (including a shelf under the rear window). The cabin of the two-piece body (Hatchback) is connected to the luggage compartment. If a part is installed in the passenger compartment that is covered (enclosed) by a liquid-tight and fireproof container (partition), this part is considered to be installed outside the passenger compartment.
- 2.5. **Original detail**-a part (analogue) that was used in the series production of the car brand or from other manufacturers, identical in shape and principle of operation. PVZ: SWAG, FEBI, TRW, LEMFORDER levers can be used in the BMW instead of the original BMW lever. However, the use of CUSCO, QUARIFE, KAAZ locks instead of the original BMW differential lock is prohibited.
- 2.6. **Serial detail**-the part is manufactured in the factory or an FIA homologated part. For example: BMW E36 can use original levers from BMW E46, TOYOTA, VW, RENAULT or other manufacturers instead of the original BMW suspension arm.
- 2.7. **Free detail (no restrictions)**-the part may be machined, transformed or replaced in any way. Restrictions do not apply to the material, shape or number of parts of the part. The part can also be dismantled.
- 2.8. **Aerodynamic component (spoiler)**-it is a part with an aesthetic and / or aerodynamic function attached to the car body.
- 2.9. **Geometric engine displacement**-is calculated by the formula $V = \pi R^2 H N$ (V - engine displacement, π - 3,1416, R - 1/2 cylinder diameter, H - piston stroke, N - number of cylinders).
- 2.10. **Engine displacement has been calculated**-the geometric displacement of the engine multiplied by the factors given in 2.11. points. If no coefficient is applied to the engine, the calculated engine displacement corresponds to the geometric displacement.



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2.11. Coefficients for determining the calculated working volume:

- Petrol engines with turbo and / or mechanical compressors - 1.7;
- Diesel engines with turbo and / or mechanical compressors - 1.5;
- Rotary (Vankel) motors - 2.0.

2.12. Road traffic regulations-hereinafter in the text **KET**.

The sports car must meet the requirements of the KET in accordance with the design changes specified in the technical passport of the sports car issued by the LASF. Passports issued by the FIA and other ASFs may not contain such information.

3. THE CARS ARE IN THE HISTORIC GROUP

3.1. The HISTORIC group includes series body cars, the production of which began before 1991 and was completed no later than 1994. The LASF Rally Committee (CoR) decides on the suitability of cars that have not been completed before 1994.

The table below shows examples of the most popular cars produced during the transition period:

The car	Eligible (until 1994)	Eligible (since 1994)	invalid
AUDI 80	B3	-	B4
BMW 3 Series	E30	-	E36
CITROEN AX	- 1994 years	CoR decision	-
FORD ESCORT	MK4	-	MK5
FORD SIERRA	all	-	-
OPEL	KADETTE	-	ASTRA
OPEL	ASCONA	-	VECTRA
PEUGEOT 205	- 1994 years	CoR decision	-
RENAULT CLIO	PHASE I	-	PHASE II
VAZ	- 1994 years	CoR decision	
VW GOLF	MK2	-	MK3

3.2. Vehicles must comply with the KET, taking into account the requirements of paragraph 2.12 of this Regulation.

3.3. Cars must have technical passports for sports cars issued by the LASF, FIA or other ASF and submitted to the race technical commission.

4. CARS NOT INCLUDED IN THE HISTORIC GROUP

4.1. Cars that do not comply with this regulation.

4.2. Cars in the construction or equipment of which the technical commission of the competition has found significant defects that may endanger the crew, service personnel, third parties or the property (property) of third parties.

4.3. Compressed air vehicles (turbochargers, mechanical compressors, including G and COMPREX compressors) with an estimated engine capacity of up to and including 2000 cm³.

4.4. WRC vehicles with expired or non-approved homologation.

4.5. Frame construction cars.

5. CLASSIFICATION ACCORDING TO CALCULATED ENGINE VOLUME AND WHEEL DRIVE TYPE -NOT APPLICABLE

6. MINIMUM MASS OF VEHICLES ACCORDING TO CALCULATED ENGINE VOLUME AND WHEEL DRIVE TYPE

6.1. Minimum weight of cars at any time during the race, except during service:

Engine calculated working volume limits	Pavaros type	Mass (engines with two valves in the cylinder)	Mass (engines with more than two valves per cylinder)
- 1400 cm ³	4 × 2	700 kg	760 kg
1400 cm ³ - 1600 cm ³	4 × 2	780 kg	850 kg
1600 cm ³ - 2000 cm ³	4 × 2	860 kg	930 kg
2000 cm ³ - 2500 cm ³	4 × 2	940 kg	1030 kg
2500 cm ³ - 3000 cm ³	4 × 2	1020 kg	1110 kg
2000 cm ³ - 3000 cm ³	4 × 4	1230 kg	1230 kg
3000 cm ³ - 3500 cm ³	4 × 2	1100 kg	1250 kg
3000 cm ³ - 4000 cm ³	4 × 4	1130 kg	1300 kg

- 6.2. The concept of the minimum mass of a car-the mass of the vehicle without crew, without crew equipment and with a maximum of one spare wheel.
- 6.3. It is forbidden to put any objects, fill or spill any liquids, including fuel, in the car before weighing.
- 6.4. Ballast use is permitted provided that it is made of a homogeneous, solid material and that it is securely attached (bolted) to the body. The ballast must be prepared for sealing. The requirements of FIA TSK J 252 - 2.2 are followed.

7. BODYWORK

7.1. Body frame

- (a) The external shape of the base model body shall be maintained and recognizable.
- b) Frame-original, but may be modified in accordance with the requirements of this paragraph.
- c) Brackets and parts (fender brackets, rear seat brackets, spare wheel brackets, wiring harness brackets, etc.) that do not connect the body (frame) parts (segments) that do not connect to the frame and that do not function as a body stand may be removed (unscrewed, drilled, cut) from the carcass increase.
- d) The floor-original, but may be modified, but only in so far as is necessary for the installation of the seats, the exhaust system, the attachment of the transmission units or the suspension. The area to be modified may not exceed what is necessary for the installation of the above parts. A sheet of steel or aluminum (if the floor is aluminum) with a minimum thickness of the original floor tin can be used for the modification and fastened by welding.
- e) Spare wheel holder (bowl)-without any restrictions. If the socket is cut out, the opening must be covered with a sheet of steel or aluminum (if the frame is aluminum) with a minimum thickness of the original sheet metal by welding or riveting.
- f) Roof panel (including crossbars)-original. In the case of a roof with a skylight, the skylight opening must be covered with a sheet of steel with a minimum thickness of the original roof panel or an aluminum sheet with a minimum thickness of 2.0 mm by welding or riveting. It is permitted (recommended) to process the inner edges of the roof panel opening to prevent injury. Ventilation openings and diffusers are permitted on the roof, provided that their construction prevents any objects or water from entering the car interior directly.
- (g) Reinforcement of the carcass is permitted provided that the materials used conform to the original shape, reproduce it and are joined to it.
- h) Welding of carcass joints is permitted.
- (i) Additional brackets, threads and attachment points for parts and equipment are permitted. j) Cars manufactured before 2020 may be exempted due to non-compliance with this point.

7.2. Doors, bonnets, bumpers, front fenders, grilles

- a) Front door-original, but can be modified by dismantling the safety bar. In this case, a side impact shield must be fitted in the door or between the door and the safety arches.



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- (b) Side impact shield-must be made of non-combustible composite materials (the minimum composition of the panel must comply with the requirements of FIA TSKJ 255-14).
 - c) Front door window lifting mechanisms-serial. May be electric or mechanical, but must operate (open / close original windows). If plastic windows are used (according to paragraph 7.3.d of this Regulation), the window lifting mechanisms may be dismantled.
 - d) Front door interior trim-original (may be modified) or may be made of:
 - sheet metal (minimum thickness 0.5 mm);
 - carbon fiber sheet (minimum thickness 1.0 mm);
 - non-combustible, certified materials (minimum thickness 2.0 mm).
 - e) Back door-original (may be modified) or made of composite materials.
 - f) Lifting (opening) mechanisms for rear doors (rear side windows - three-door body)-without any restrictions.
 - g) Interior finishes of rear doors (rear planes under the windows - in the body of three doors)-without any restrictions.
 - h) The front door must open both from the outside and from the inside. The rear door must open at least from the outside.
 - i) Engine and boot covers-original (may be modified), or made of composite materials, or 1.0 to 1.5 mm thick aluminum.
 - j) Original bonnet lock -must be dismantled.
 - k) Additional openings may be made only in the bonnet, but their total area must not exceed 500 cm², the openings must be covered by a sieve with a maximum mesh size of 50 × 50 mm or by a spoiler (diffuser) which must not protrude more than 35 mm above the bonnet.
 - l) Safety pins-at least two are required for each engine and boot lid.
 - m) Front and rear bumpers-without restrictions but mandatory.
 - n) Front and rear bumper beams (crossbars)-without any restrictions.
 - o) Front wings-original (may be modified), or made of composite materials, or 1.0 to 1.5 mm thick aluminum.
 - p) Front grille-without restrictions but mandatory.
 - q) Other external decorative details-without any restrictions.
- 7.3. **Windows, wipers, window washing**
- a) Windshield-original (can be heated). Additional brackets are permitted. The use of a tinted strip at the top of the glass is permitted, provided that it does not obstruct the driver's view of road signs and traffic lights.
 - b) Windshield wipers-without restrictions, but at least one working wiper is required.
 - c) Windscreen washer system-without restrictions, but mandatory.
 - d) Side windows-original (must be covered with a colorless protective film in accordance with the requirements of FIA TSK J 253 - 11), or can be made of certified polycarbonate plastic with a minimum thickness of 3.0 mm. The plastic windows of the front door shall be fixed in such a way that they can be removed without the use of tools (eg inserted into the original rubber of the upper door contour and fixed at the bottom with brackets, rivets, screws).
Other side windows can be fastened with glue. They can also be fastened with a maximum of four rivets with a diameter of 3.0 mm.
 - e) Rear window-original or may be made of certified polycarbonate plastic at least 3.0 mm thick, glued. It can also be additionally fastened with up to four 3.0 mm diameter rivets.
 - f) Rear window wiper-without any restrictions.
 - g) Rear window washer system-without any restrictions.
 - h) Window vents-for safety reasons, the plastic windows of both front doors must be fitted with vents. The shape of the air vent is freely chosen, but it must be possible to insert your hand into the car's interior (the recommended air vent area is 90 cm²). Air vents can also be installed in the gaps between the upper edges of the rear door windows and the contours of the upper doors.
 - i) Tinting of the rear and side windows (including the silver film) is only allowed if provided for in the additional



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regulations of the race in accordance with the requirements of Article 25 of the FIA ICC J
253 - 11.

7.4. Rear - view mirrors

- a) Exterior rear - view mirrors-without restrictions, but must be installed on both sides of the car. The reflecting area of each mirror must not be less than 90cm².
- b) Interior rear-view mirror-without restrictions, but mandatory.

7.5. Spoilers and bottom guards

- a) Spoilers-without restrictions, but cannot protrude from the perimeter of the car when viewed from the front, side and top. The exception applies to original and homologated spoilers.
- (b) Prohibited systems (mechanisms) for adjusting the spoilers while driving.
- c) Car floor protection-without restrictions, but must not protrude from the body.

7.6. Interior

- a) The main condition is there must be no sharp, protruding edges or open cavities in the passenger compartment that could injure drivers while driving or in an accident.
- b) Non-flammable, liquid-tight firewall separating the cabin from the luggage compartment- mandatory if the luggage compartment is not covered - fuel tank, liquid-filled battery, fuel pumps, liquid tanks (except water and window washer tanks). If this firewall is formed with the help of the rear seat, it is recommended to cover the seat with non-combustible material.
- c) Dashboard-serial (may be modified) or made of other materials in the form of a serial panel.
- d) Additional measuring instruments, meters, sensors-without restrictions, but installation is prohibited mechanical meters for the lubrication and cooling systems of the engine, sensors in accordance with the requirements of paragraph 16.3 of this Regulation.
- e) Sound signal-without restrictions, but mandatory.
- f) Intercom equipment and video cameras-permitted, but only on condition that they are securely fastened and do not interfere with driving.
- g) Other interior details-without any restrictions.

7.7. Towing eyes

- a) Towing eyes-must be fitted to the front and rear of the vehicle.
- (b) The loops must be clearly visible (painted yellow, red or orange) or (and) clearly marked.

7.8. Mudguards

- a) Mudguards -are installed in accordance with the requirements of FIA TSK J 252 - 7.7.
- b) Mudguards are only mandatory if provided for in the Supplementary Regulations.

8. ENGINE

- 8.1. Only internal combustion engines manufactured in 3.1 are permitted. during the period defined in
- 8.2. Motorcycle engines are prohibited, even if they have been fitted as standard to basic car models. Engines that were originally fitted with throttle angle adjusters (VANOS, MIVEC, VVT, etc.) are prohibited, even when these adjusters are dismantled (inoperative). HONDA
The VTEC mechanism is understood as a non-gas camshaft angle adjustment mechanism.
- 8.3. Cylinder block-original (can be modified).
PVZ: The BMW E30 body can be fitted with a BMW E34 cylinder block.
- 8.4. Cylinder diameter and piston travel-can be changed.
- 8.5. In exceptional cases, for engine repairs (original repair-size pistons)
it is permitted to exceed the upper limit of the original geometric displacement by up to 2%, but only for engines without replaceable cylinder liners. This needs to be agreed with the LASF Technical Requirements Committee and recorded in the sports car's technical passport. In such cases, the original geometric displacement shall be deemed not to have changed and shall not be a reason for transferring the vehicle to another weight category in accordance with paragraph 6.1 of this Regulation.
- 8.6. Crankshaft-without restrictions, but the type and number of bearings must be maintained.



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- 8.7. Connecting rods and pistons (with rings and fingers) -without any restrictions.
- 8.8. Crankshaft main and connecting rod inserts-without any restrictions.
- 8.9. Flywheel and pulleys-without any restrictions.
- 8.10. Cylinder head-without restriction, but the quantity and arrangement of the original valves and camshafts must be maintained.
- 8.11. Valves and springs-without any restrictions.
- 8.12. Valve actuators (levers, hydraulic expansion joints)-without any restrictions.
- 8.13. Camshafts-without any restrictions.
- 8.14. Camshaft stars, gears, variable phase regulators-without any restrictions.
- 8.15. Camshaft drive (chains, elts, tensioners, sliders)-without any restrictions.
- 8.16. Cylinder head gasket and bolts-without any restrictions.
- 8.17. Engine mounting -without any restrictions.
- 8.18. Lubrication system-without restrictions, but its components cannot be installed in the passenger compartment. Oil cooling radiators on the outside of the body may only be mounted below the center line of the front wheels without protruding from the vehicle dimensions (viewed from above).
- 8.19. Cooling System-without restrictions, but its components, with the exception of interior heating, may not be installed in the passenger compartment. It is allowed to dismantle or modify the heating system, but the front and side windows must be protected against fogging.
- 8.20. Power supply system
 - a) Only air can be mixed with fuel as an oxidizer.
 - b) The engine air intake must not be installed in the passenger compartment.
 - c) Air filter box (with diffusers)-without any restrictions.
 - d) Air filter-without any restrictions.
 - e) Air intake ducts (pipes, hoses)-without any restrictions.
 - f) Air flow meter-without any restrictions.
 - g) Carburetor-without any restrictions.
 - h) Throttle-without any restrictions.
 - i) Intake manifold-without any restrictions.
 - j) Turbochargers (compressors)-without any restrictions.
 - k) Engine intake air restrictor (restrictor)-mandatory for engines with compressed air supply. The limiter is manufactured, installed in the compressor housing and prepared for sealing in accordance with the requirements of FIA TSK J 255 - 5.1.8.3.
- (l) Maximum permissible diameters of stops:

Engine type Engine displacement has been calculated	Internal diameters	External diameters
Petrol engine up to 3500 cm ³ (incl. AUDI up to 3785 cm ³)	34 mm	40 mm
Diesel engine	37 mm	43 mm
Engine with two parallel compressors	24 mm	30 mm

- m) Intercoolers for intake air-without any restrictions. Water spray cooling is allowed.
- n) Fuel injectors-without restrictions, but for cars whose model homologation is valid during the championship, the number of injectors must match the homologation.
- o) Fuel filters and busbars-without any restrictions. Installation in accordance with the requirements of paragraph 16 of this Regulation.
- p) Fuel pump (s)-without restrictions, but can only be switched on while the engine is running or starting.
- q) Fuel tank-original, or FIA approved FT3 1999, FT3.5 or FT5 type fuel tank. Installation in accordance with the requirements of FIA TSK J 252 - 9.6 and FIA TSK J 253 - 14. If the fuel tank in the base model is installed in the luggage compartment, it may be removed or replaced if this increases its safety. In this case, only the serial



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fuel tank can be used. It must be attached with at least two steel bows at least 40 mm wide and 1,5 mm thick.

- r) Fuel tank ventilation system and reversing valve-original. If the original system and valve are dismantled, the new system and valve must comply with the requirements of FIA TSK J 253 - 3.4.
- s) Refueling port and / or homologated refueling connections must not protrude from the outer contour of the body.
- t) Liquefied and / or natural gas tanks (cylinders)-prohibited.
- u) Fuel.FIA-compliant fuel sold at commercial service stations, including E85 fuel(bioethanol) in accordance with LST CEN / TS 15293: 2011, is permitted.

8.21. Exhaust system

- (a) All engine exhaust shall enter the main exhaust pipe.
- (b) The exhaust outlet must be at the rear or side of the vehicle (at the rear of the vehicle behind the centreline of the wheelbase) and must extend from the perimeter of the vehicle when viewed from above and must be not less than 10cm below the edge of the body. , to which that opening is.
- c) Exhaust manifold-without any restrictions.
- d) Other exhaust system parts-without any restrictions.
- e) Maximum level of exhaust noise-103 dB (A) at 3500 rpm for petrol and 2500 rpm for diesel cars, measured according to FIA approved methodology.

8.22. Ignition system-without any restrictions.

8.23. Engine ventilation system-without restriction, but if released into the atmosphere, it must be connected to a closed but ventilated oil collection tank of at least 2.0 liters. This tank can only be installed in the engine compartment. It is recommended to follow the requirements of FIATSK J 255 5.1.14.

8.24. Engine management

- a) Engine control module (computer) and control program-without any restrictions.
- b) Engine control wiring harness-without any restrictions.
- c) Additional sensors are permitted.

8.25. Other engine parts, mechanisms and systems-without any restrictions.

9. TRANSMISSION

- 9.1. Drive type-original. Conversion from two-wheel drive to four-wheel drive and vice versa is prohibited.
- 9.2. Clutch-without any restrictions.
- 9.3. Clutch drive (pedal, master and slave cylinders)-without any restrictions.
- 9.4. Highways can be replaced with aircraft type pipes or hoses. Motorways are permitted inside the body in accordance with the requirements of paragraph 16 of this Regulation.
- 9.5. Gearbox-without any restrictions.
- 9.6. Gearbox position and orientation-without any restrictions.
- 9.7. Rail transmission figures-without any restrictions.
- 9.8. Reverse gear-Mandatory.
- 9.9. Rail switching mechanism-without any restrictions. 9.10. Central differential and its control-without any restrictions.
- 9.11. Cardan shafts and their joints-without restrictions, but cannot be made of composite materials.
- 9.12. Shafts and their joints-without restrictions, but cannot be made of titanium alloys.
- 9.13. Gearbox (main drive)-without restrictions, but for cars whose model homologation is invalid during the championship, the gear ratios for the main gear must match the homologation.
- 9.14. Differential locks-without any restrictions.
- 9.15. Other transmission parts-without any restrictions.

10. BRAKING SYSTEM

- 10.1. Mandatory dual-circuit braking system operated by one pedal and acting simultaneously on the front and rear wheels. In the event of any type of brake failure, the system must brake at least two wheels.
- 10.2. Brake pedal and transmission-without restrictions, but parts must be made of



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- metal.
- 10.3. Brake light switch-mandatory with retained function.
 - 10.4. Master cylinder (including fluid reservoir)-without any restrictions. Can be double (pedalbox type), with interlock brake balance adjuster. It is recommended to install brake fluid reservoirs in the engine compartment. Tanks made of combustible materials installed in the cabin must be covered with a liquid-tight and fireproof container.
 - 10.5. Brake Booster-without any restrictions. Anti - lock
 - 10.6. braking system-without any restrictions. Brake
 - 10.7. calipers-without any restrictions.
 - 10.8. Brake discs-without restrictions, but cannot be composite. Brake
 - 10.9. pads-without any restrictions.
 - 10.10. hand brake-without restrictions, but mandatory.
 - 10.11. Intermediate brake balance adjuster-without any restrictions.
 - 10.12. Highways can be replaced with aircraft type pipes or hoses. Magistralės allowed inside the bodywork in accordance with the requirements of paragraph 16 of this Regulation.
 - 10.13. Other parts of the braking system-without any restrictions.

11. STEERING MECHANISM

- 11.1. Steering wheels-front.
- 11.2. Steering wheel-without any restrictions.
- 11.3. Detachable steering wheel connector-recommended.
- 11.4. Steering gear (shafts and their joints and suspensions)-serial (can be modified).
- 11.5. Steering wheel lock-must be dismantled or inoperable.
- 11.6. Steering wheel adjustment-the position of the steering wheel can only be adjusted with the help of tools.
- 11.7. Steering column-serial (can be modified).
- 11.8. Steering rods and tie rod ends-serial (can be modified).
- 11.9. Power steering (pump, motor, drive and bus)-without any restrictions.
- 11.10. Other steering gear parts-without restrictions, but they cannot be made of composite materials.

12. SUSPENSION

- 12.1. Working principle of wheel suspensions-without any restrictions.
- 12.2. Axle-the distance between the axles may be varied by $\pm 3\%$ from the base or homologated model.
- 12.3. Springs (springs, torsions)-without any restrictions.
- 12.4. Spring support brackets (nuts)-without any restrictions.
- 12.5. Shock absorbers-without restrictions, but prohibited systems (mechanisms), allowing the shock absorbers to be adjusted while driving.
- 12.6. Spring-damping upper supports (bearings)-without any restrictions.
- 12.7. Wheel supports (including bearings, hubs)-serial (can be modified).
- 12.8. Leverage-serial (can be modified). Two attachment point levers - without restrictions.
- 12.9. Stabilizers and their connections to the suspension-without restrictions, but systems (mechanisms) that allow the stabilizers to be adjusted while driving are prohibited.
- 12.10. Material of suspension mountings -without any restrictions.
- 12.11. Suspension beams -without limitation, but modification cannot result structural weakening.
- 12.12. Suspension mounting points-without limitation, but modification cannot result anchorage points and weakening of the body structure.
- 12.13. Other suspension parts-without restrictions, but they cannot be made of composite materials.

13. WHEELS

- 13.1. The wheels must not protrude from the perimeter of the bodywork unless the wheels are turned by means of the steering mechanism or the wheel suspension is damaged.



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13.2. Wheel mounting-the standard bolt fastening can be replaced by stud fastening and nuts.

13.3. Rims and tires-must meet the requirements of FIA TSK J 255 - 5.4.13.4.Tires without tread (SLICK)-prohibited.

13.5.Spare wheel-mandatory and must be securely attached to the rear of the passenger compartment behind the driver's seat or in the luggage compartment.

14. LIGHTING AND ELECTRICAL EQUIPMENT

14.1. Exterior lighting devices for cars -serial or analogues meeting KET requirements.

14.2. Foglights-without any restrictions.

14.3. Additional lights-a maximum of six additional lights are permitted on the front of the car.

14.4. At the front of the car, the total number of lamps on the lamps at the same time(side and turn signals not included) may not exceed 8 units.

14.5. Generator-without any restrictions.

14.6. Starter-without any restrictions.

14.7. Battery-without any restrictions. If the battery is moved from its original location, must be installed in accordance with the requirements of FIA TSK J 255 - 5.8.3.

14.8. Wire harnesses-without restriction, but shall be installed in accordance with the requirements of point16 of this Regulation.

14.9. Other parts of lighting and electrical equipment-without any restrictions.

15. MAIN ELECTRIC CHAIN (MASS) SWITCH

15.1. Main circuit (mass) switch-mandatory. Installation and use in accordance withthe requirements of FIA TSK J 253 - 13.

16. ELECTRICAL WIRES AND PIPELINES

16.1. The fluid lines (oil, fuel and hydraulic) on the outside of the vehicle must be protectedagainst mechanical damage and corrosion. The fuel and hydraulic lines in the passenger compartment must be protected against mechanical damage and fire.

16.2. Threaded, crimped, or self-locking seals must be used to connect the fuel, lubricating oil, and hydraulic fluid flexible pressure lines.

16.3. It is forbidden to run cooling and lubricating oil lines in the car interior. If fuel and / or hydraulic fluid lines are provided in the passenger compartment of the vehicle, they shallnot have any connections, except: connections for passing through firewalls to engine orluggage compartments, connections in brake and clutch lines.

16.4. Where pipes or wires cross firewalls, the edges of the openings must be covered with protective materials.

16.5. It is forbidden to run between the car's safety hoops and body, wires andpipng.

17. SAFETY ARC

17.1. LASF, FIA or other ASN certified safety bows-mandatory. Installation according to the requirements of FIA TSK J 253 - 8 valid during the championship (date of issue of the safety hoop certificate). FIA (ex) homologated cars (including replicas of homologated carswith an estimated engine displacement not exceeding 2000 cm³) are permitted to have safety arches constructed in accordance with the requirements of FIA ICC J 253 - 8 in forceat the time (date of issue of the safety arch certificate or other document).

17.2. The safety bow manufacturer's certificate must be submitted to the competition technical to the Commission.



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- 17.3. FIA homologated guards (cushions) in accordance with the requirements of FIA TSK J 253 - 8.3.5 must be fitted in places where drivers' helmets may come into contact with safetybows during an accident.

The requirements of FIA TSK J 253 Figure 253-68 are optional.

18. SEAT BELTS, SEATS AND EQUIPMENT

- 18.1. Seat belts. Six anchorages are required, not mechanically and / or chemically damaged FIA validated seat belts (FIA standards: 8853/98, 8853-2016). Installation and use in accordance with the requirements of FIA TSK J 253 - 6. The lower (anti- immersion) belt (s) may be attached to the seat cross-member.
- 18.2. Belt cutters-mandatory. The cutters must be easily accessible to the driver and co-driver wearing their seat belts.
- 18.3. Seats. Mandatory FIA validated seats not mechanically and / or chemically damaged (FIA standards: 8855-1999, 8862-2009). Installation and use in accordance with the requirements of FIA TSK J 253 - 16.
- 18.4. Racers' equipment. Mandatory FIA homologated equipment (FIA standard 8856-2000): coverall, underwear and trousers, socks, cold weather, shoes, gloves(driver only).
- 18.5. Helmets.Mandatory FIA homologated helmets (FIA standards:SA2005/ SA2010 / SAH2010 + 8858-2002,SA2005/ SA2010 / SAH2010+ 8858-2010, 8858-2002, 8858-2010,8860- 2004, 8860-2010, 8859-2015, 8860-2018). It is forbidden to mount any additional equipment (videocameras) on the helmet that is not provided by the manufacturer.
Helmets marked in red are no longer valid during FIA races.
- 18.6. Head restraint systems (HANS, HYBRID).FIA homologated heads are required anchorage systems (FIA standards: 8858-2002, 8858-2010).

19. FIRE-FIGHTING EQUIPMENT

- 19.1. Fire extinguishing system-recommended. Installation in accordance with the requirements of FIATSK J 253 - 7.2.
- 19.2. Hand fire extinguisher 2.0 kg (valid check)-mandatory. Installation in accordance with therequirements of FIA TSK J 253 - 7.3.