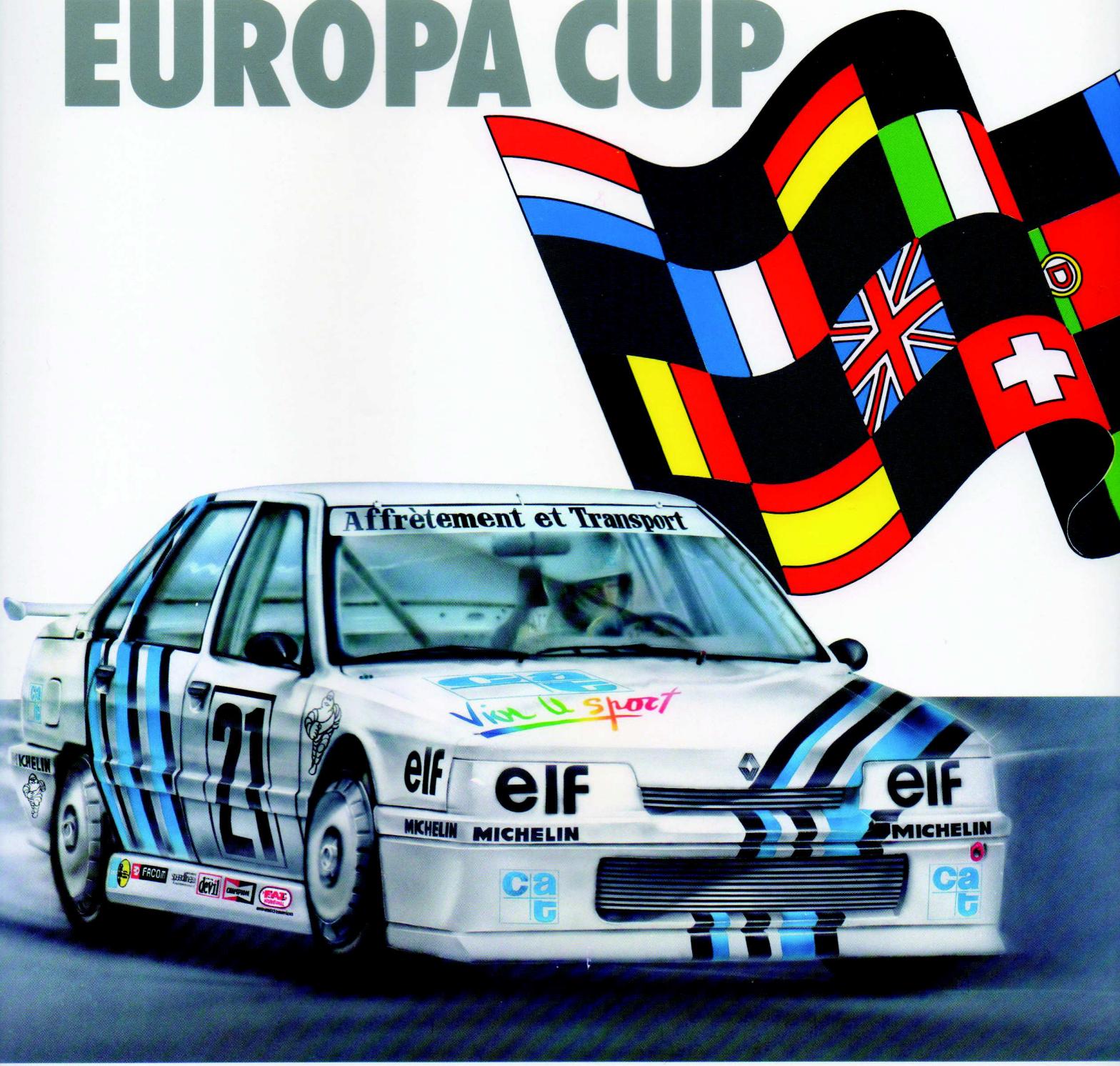


FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE
FEDERATION FRANÇAISE DU SPORT AUTOMOBILE

REGLEMENT 1989
REGULATIONS-REGOLAMENTO

RENAULT eIF EUROPA CUP



MICHELIN

CHAMPION

speedline

FACOM

BILSTEIN
GASORUCK
SHOCK DAMPER

devil
échappements
GROUPAGE

F4
INTERLIA

Nomenclature de la RENAULT 21 *Turbo* version « Europa Cup »

EDITION 1989



NOMENCLATURE DE LA RENAULT 21 TURBO EUROPA CUP 1989

Les pièces mécanique d'origine sont classées en 3 catégories (voir nomenclature de la RENAULT 21 TURBO « EUROPA CUP » fournie à chaque pilote inscrit et sur demande).

CATÉGORIE A : pièces ou ensemble de pièces ne devant subir **aucune modification**, être à leur position d'origine et devant assurer les fonctions pour lesquelles elles ont été prévues à l'origine.

CATÉGORIE B : pièces d'origine pouvant être **transformées ou remplacées** uniquement en respectant scrupuleusement les normes et les procédés indiqués dans la nomenclature de la RENAULT 21 TURBO « EUROPA CUP ».

CATÉGORIE C : pièces pouvant être **modifiées, supprimées ou remplacées** par d'autres.

Le but des modifications ou de remplacement ne devra pas être d'ajouter des fonctions supplémentaires à celles assurées par la pièce d'origine.

COMPONENT IDENTIFICATION FOR THE RENAULT 21 TURBO «EUROPA CUP» VERSION

All original components used in the Renault 21 Turbo «EUROPA CUP» are, within this document, divided into three classes with are defined below: see Article 21.2 of the Technical Regulations.

CLASS A: components or assemblies which must not be modified **in any way** and which must fulfil those functions for which they were originally designed.

CLASS B: original component which can be **altered or replaced** only in strict accordance with the requirements and procedures indicated here after in the parts list for the Renault 21 Turbo «EUROPA CUP».

CLASS C: components which can be **modified, deleted or replaced** by others.

The purpose of any modification or replacement must not be to add any supplementary function to that for which the original component was intended.

NOMENCLATURA DELLA RENAULT 21 TURBO VERSIONE « COPPA EUROPA »

I pezzi che compongono la Renault 21 Turbo « COPPA EUROPA » sono classificati in questo documento in 3 categorie definite come segue : vedere art. 21.2 del regolamento tecnico.

CATEGORIA A : pezzi o insiemi di pezzi che non devono subire alcuna modifica, trovarsi nella loro posizione originale ed assicurare le funzioni per le quali sono stati progettati.

CATEGORIA B : pezzi originali che possono essere **trasformati o sostituiti** unicamente rispettando scrupolosamente le norme della nomenclatura della Renault 21 Turbo « COPPA EUROPA ».

CATEGORIA C : pezzi che possono essere **modificati, soppressi o sostituiti** con degli altri.

Lo scopo delle modifiche o sostituzioni non dovrà essere quello di aggiungere delle funzioni supplementari a quelle assicurate dal pezzo originale.

DEFINITIONEN DES RENAULT 21 TURBO VERSION « EUROPA CUP »

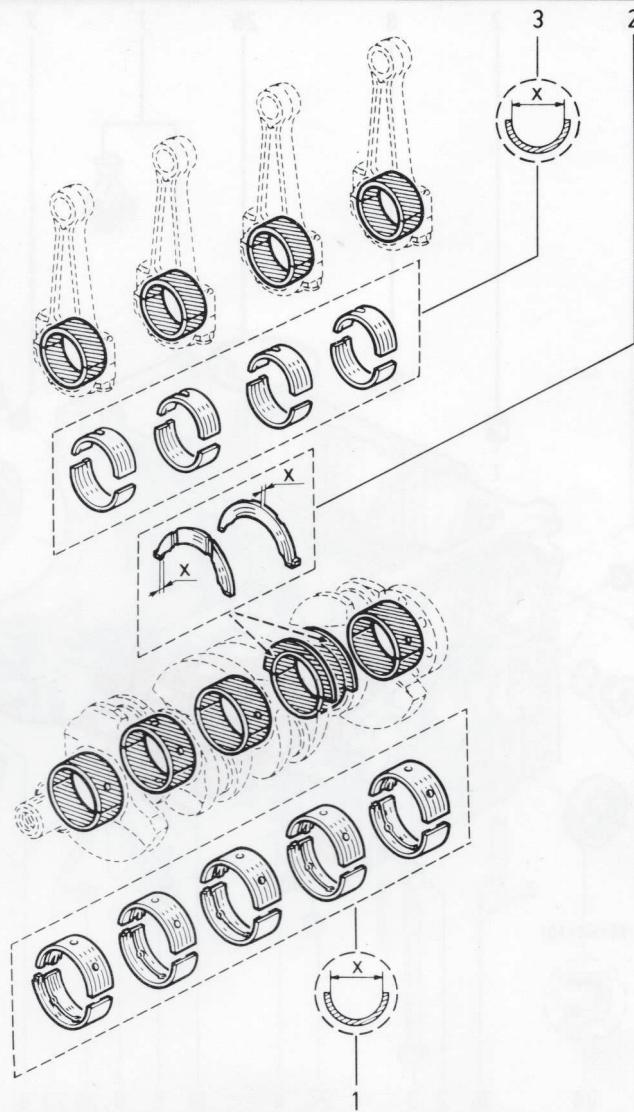
Die Originalteile, aus denen der Renault 21 Turbo « EUROPA CUP » besteht, werden in dieser Dokumentation in die 3 folgenden Kategorien aufgeteilt : Siehe Art. 21.2 des Technischen Reglementes.

KATEGORIE A : Teile oder Aggregate die **keinerlei Änderungen** erfahren dürfen, die an ihrer Originalposition eingebaut sein und die ursprünglich vorgesehene Funktion erfüllen müssen.

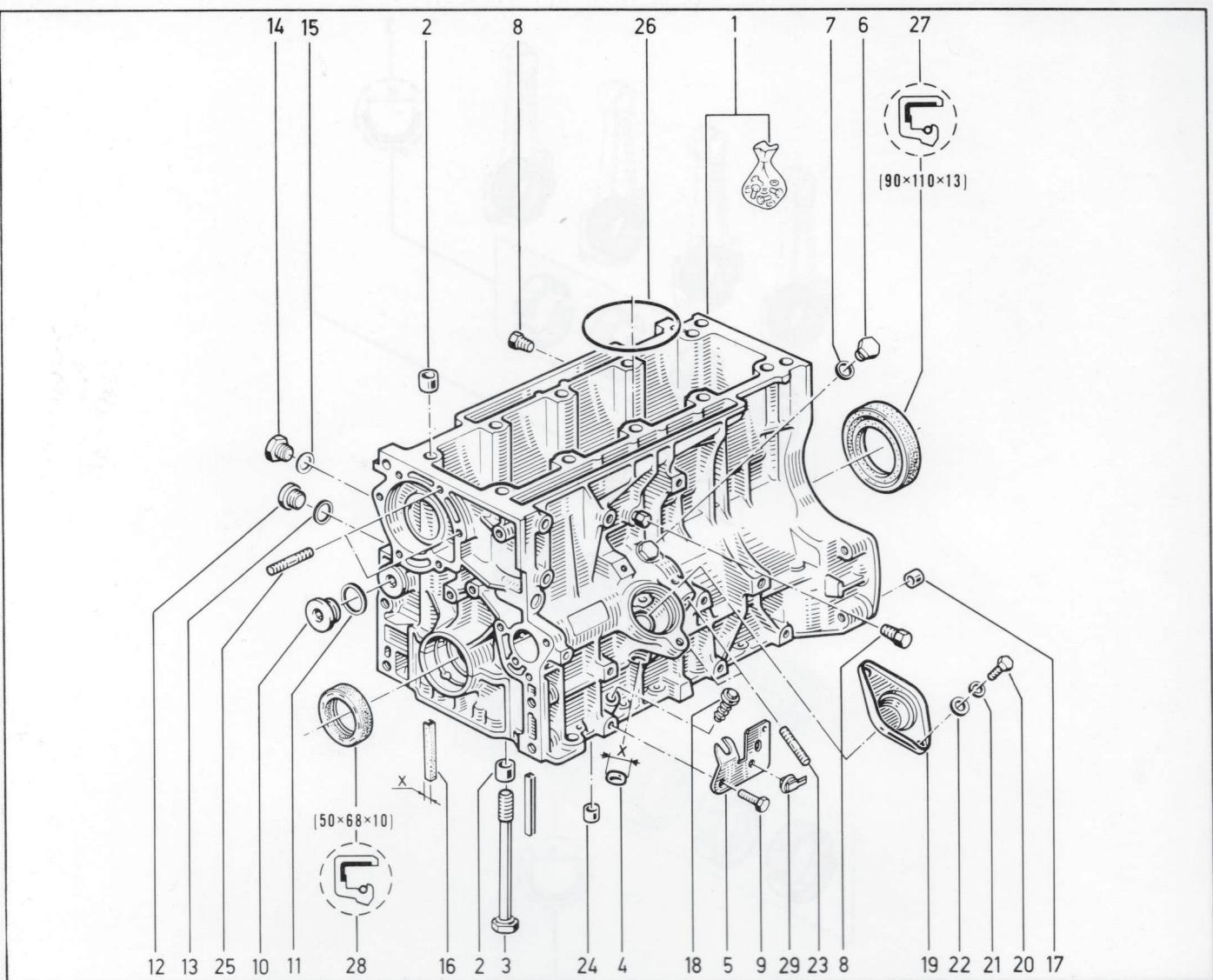
KATEGORIE B : Originalteile, die **verändert oder ersetzt** werden dürfen, unter der Voraussetzung, dass die Masse und die Bearbeitungen wie sie in den Definitionen des Renault 21 Turbo « EUROPA CUP » aufgeführt sind, strikte eingehalten werden.

KATEGORIE C : Teile die **verändert, weggelassen**, oder durch Andere **ersetzt** werden können.

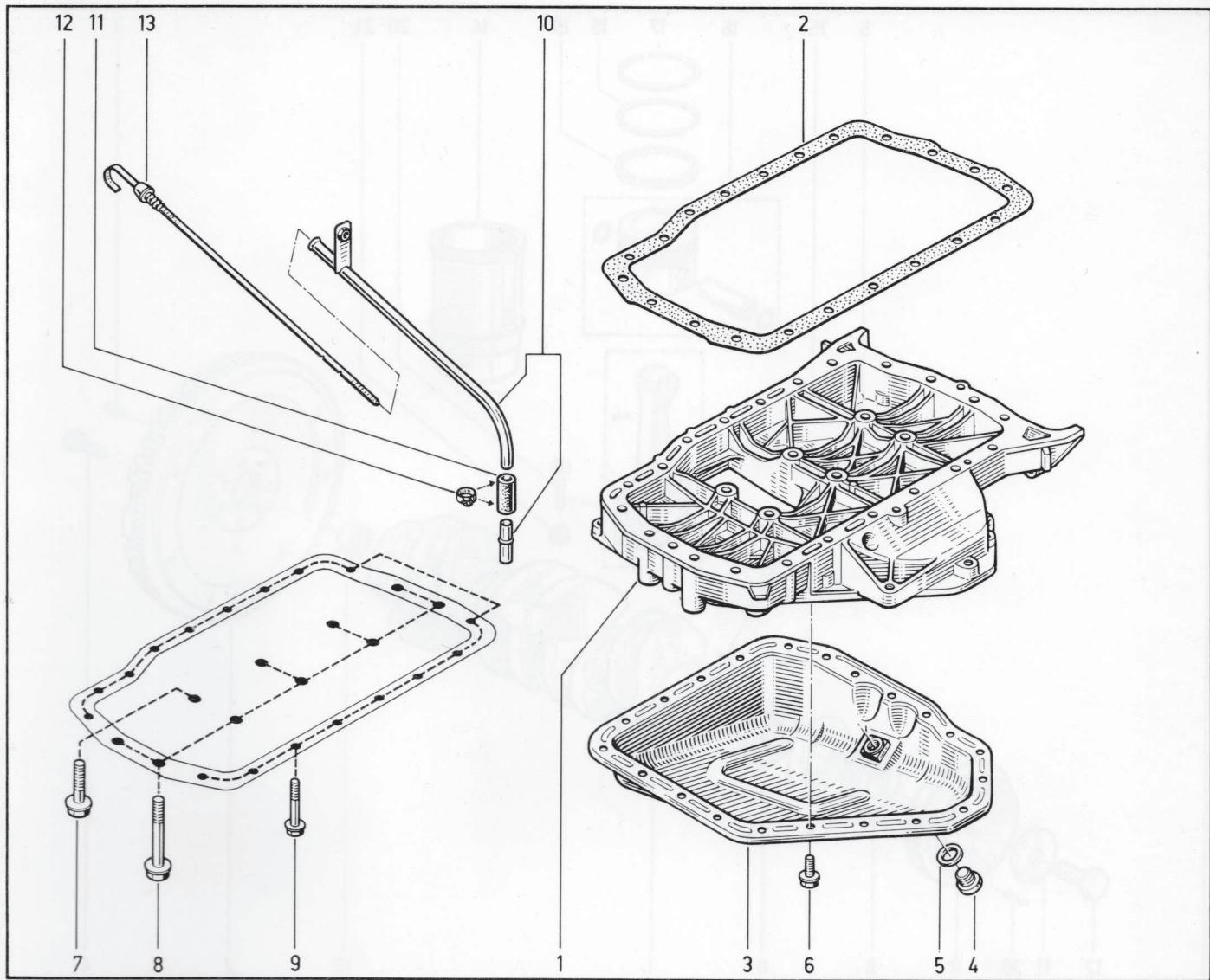
Der Ersatz oder die Änderung darf nicht bewirken, dass andere als die ursprünglich vorsehene Funktionen erfüllt werden.



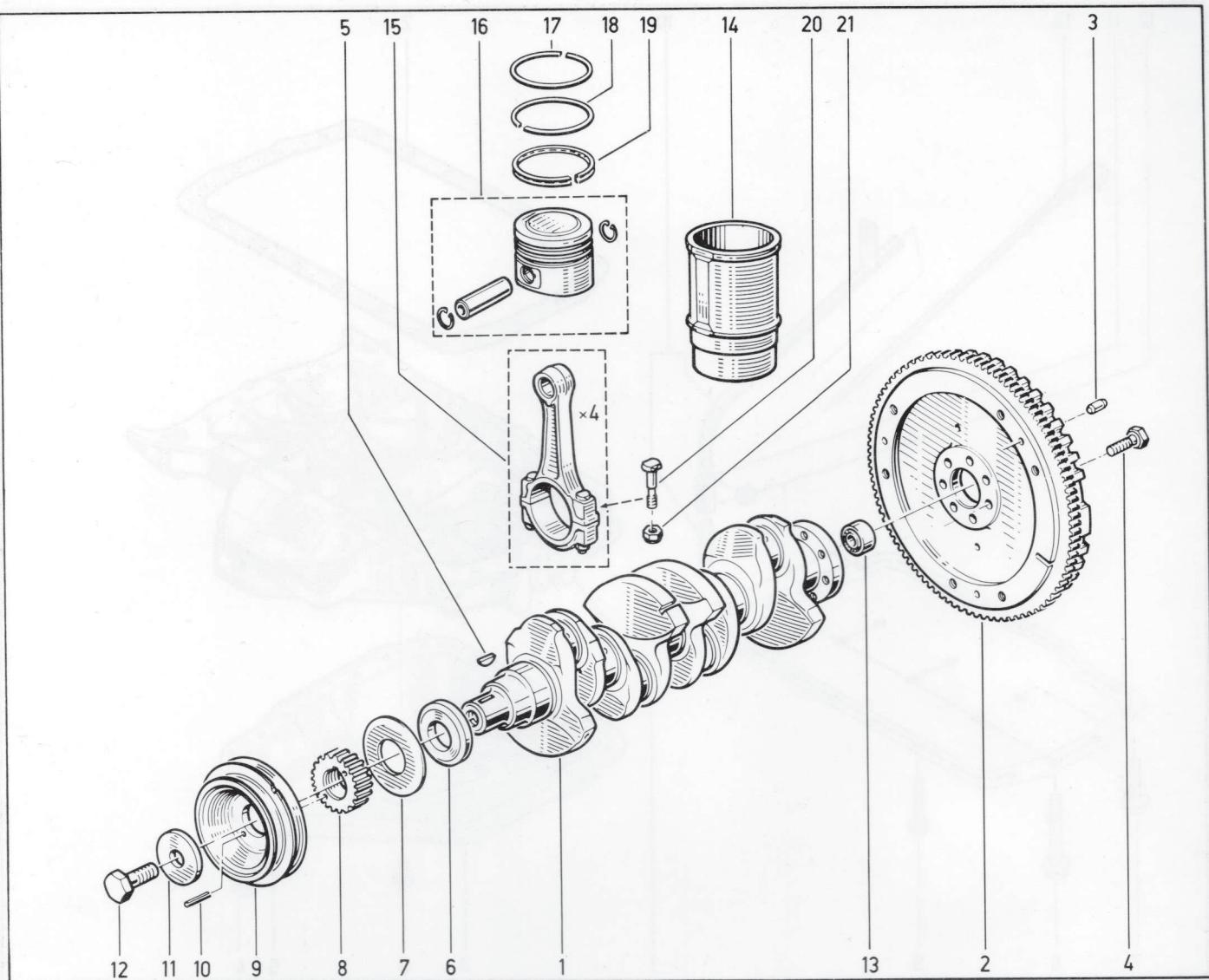
| | | |
|---|---|--|
| 1 | A | |
| 2 | A | |
| 3 | A | |



| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |
| 23 | | C |
| 24 | | C |
| 25 | | C |
| 26 | A | C |
| 27 | | C |
| 28 | | C |
| 29 | | C |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | | |
| 3 | A | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |



| | | | |
|----|---|---|---|
| 1 | | B | |
| 2 | | B | C |
| 3 | | C | C |
| 4 | | C | |
| 5 | A | | |
| 6 | | C | |
| 7 | | C | |
| 8 | A | | |
| 9 | A | C | |
| 10 | | C | |
| 11 | | C | |
| 12 | | C | |
| 13 | A | C | |
| 14 | A | C | |
| 15 | A | B | |
| 16 | A | | |
| 17 | A | | |
| 18 | A | | |
| 19 | A | | |
| 20 | A | | |
| 21 | | B | |
| 22 | A | | |
| 23 | A | | |

1 B - Vilebrequin. Equilibrage par perçage des contre poids sur la périphérie uniquement. — Poids mini : kg.

2 B - Volant. Equilibrage par perçage de la face côté moteur uniquement.
— Poids mini : kg.

15 B - Bielle. Poids mini : g.

21 B - Ecrou de bielle. En acier uniquement.

1 B - Crankshaft. Balancing to be carried out by drilling counterweights on circumference only. — Minimum weight: kg.

2 B - Flywheel. Balancing to be carried out by drilling on engine side only.
— Minimum weight: kg.

15 B - Connecting rods. — Minimum weight: g.

1 B - Albero motore. L'equilibratura può essere effettuata solo mediante foratura della periferia unicamente. — Peso minimo : kg.

2 B - Volano. Solo mediante foratura della parte motor.
— Peso minimo : kg.

15 B - Bielle. Peso minimo : g.

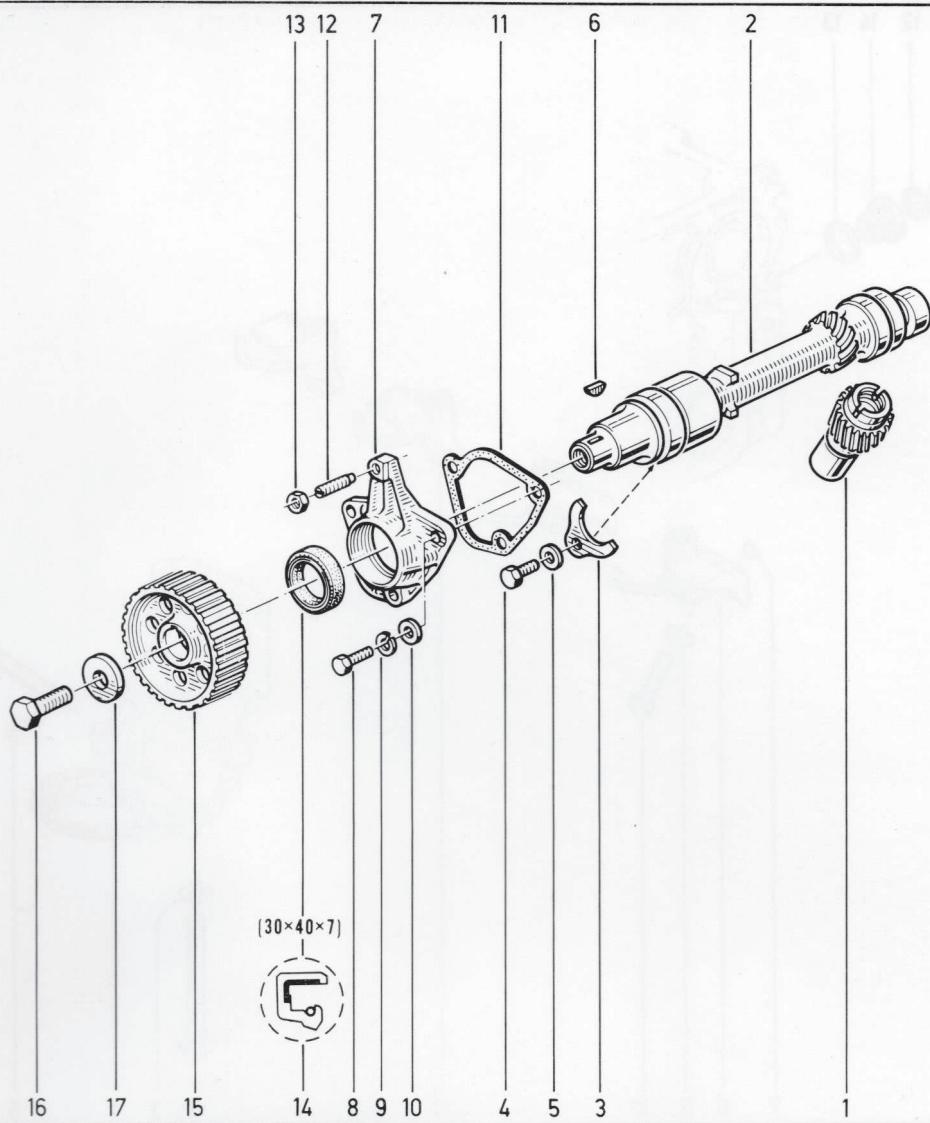
21 B - Dado biella. Solo in acciaio.

1 B - Kurbelwelle. Auswuchten durch Bohrungen der Gegengewichte ausschließlich an den Außenflächen. — Mindestgewicht : kg.

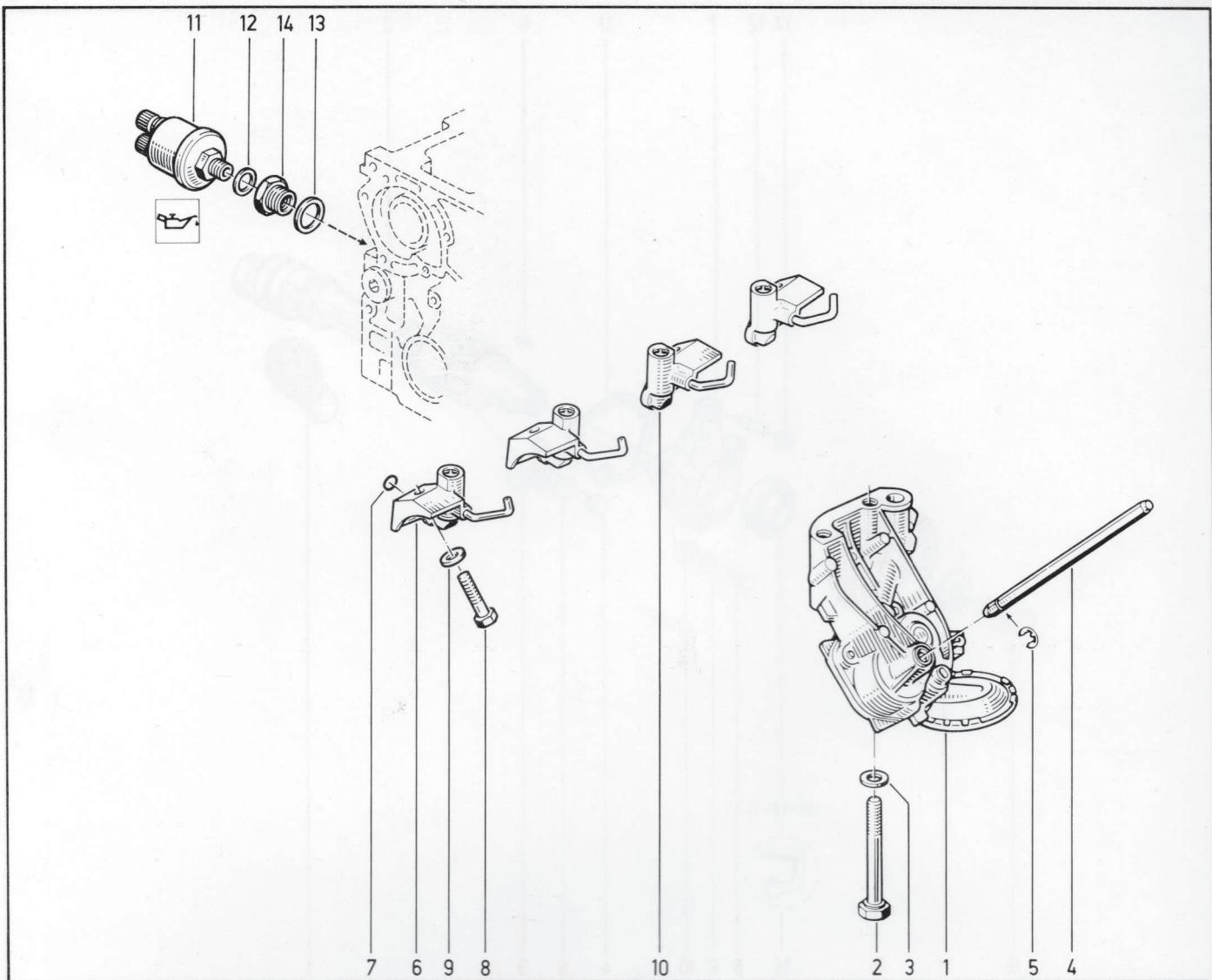
2 B - Schwungscheibe. Auswuchten durch Bohrungen nur an der Motorseite.
— Mindestgewicht : kg.

15 B - Pleuel. Mindestgewicht : g.

21 B - Pleuelmutter. Ausschließlich Stahl.



| | |
|----|---|
| 1 | A |
| 2 | A |
| 3 | C |
| 4 | C |
| 5 | C |
| 6 | C |
| 7 | C |
| 8 | C |
| 9 | C |
| 10 | C |
| 11 | C |
| 12 | C |
| 13 | C |
| 14 | C |
| 15 | C |
| 16 | C |
| 17 | C |



| | | | |
|----|---|---|--|
| 1 | | B | |
| 2 | | C | |
| 3 | | C | |
| 4 | A | | |
| 5 | | C | |
| 6 | A | | |
| 7 | | C | |
| 8 | | C | |
| 9 | | C | |
| 10 | A | | |
| 11 | | C | |
| 12 | | C | |
| 13 | | C | |
| 14 | | C | |

1 B - Pompe à huile

Le tarage du clapet de décharge peut être modifié par remplacement du ressort ou interposition de cales sous celui-ci.

1 B - Oil pump

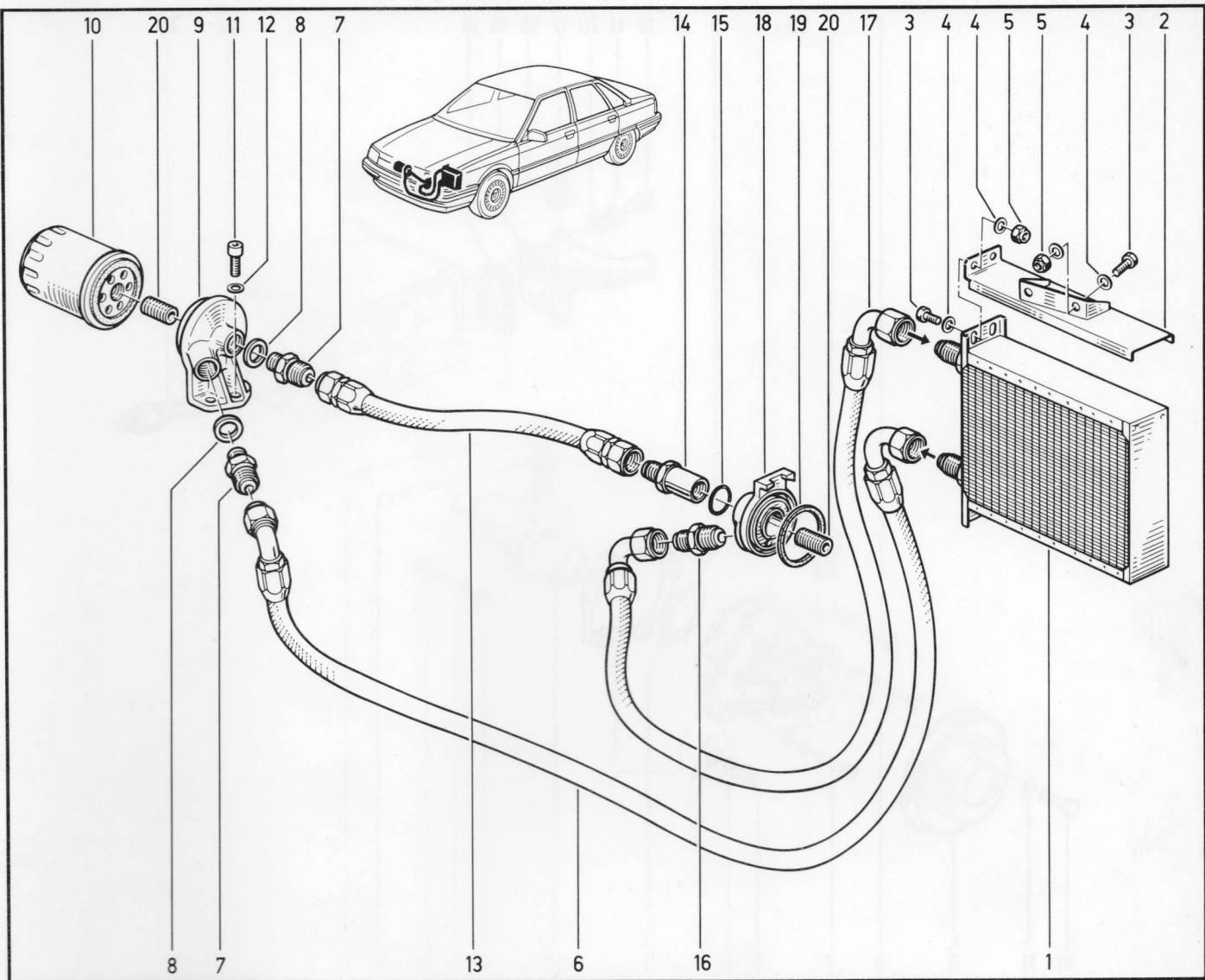
The stroke supply valve may be modified by replacing the spring or inserting spacers beneath it.

1 B - Pompa olio

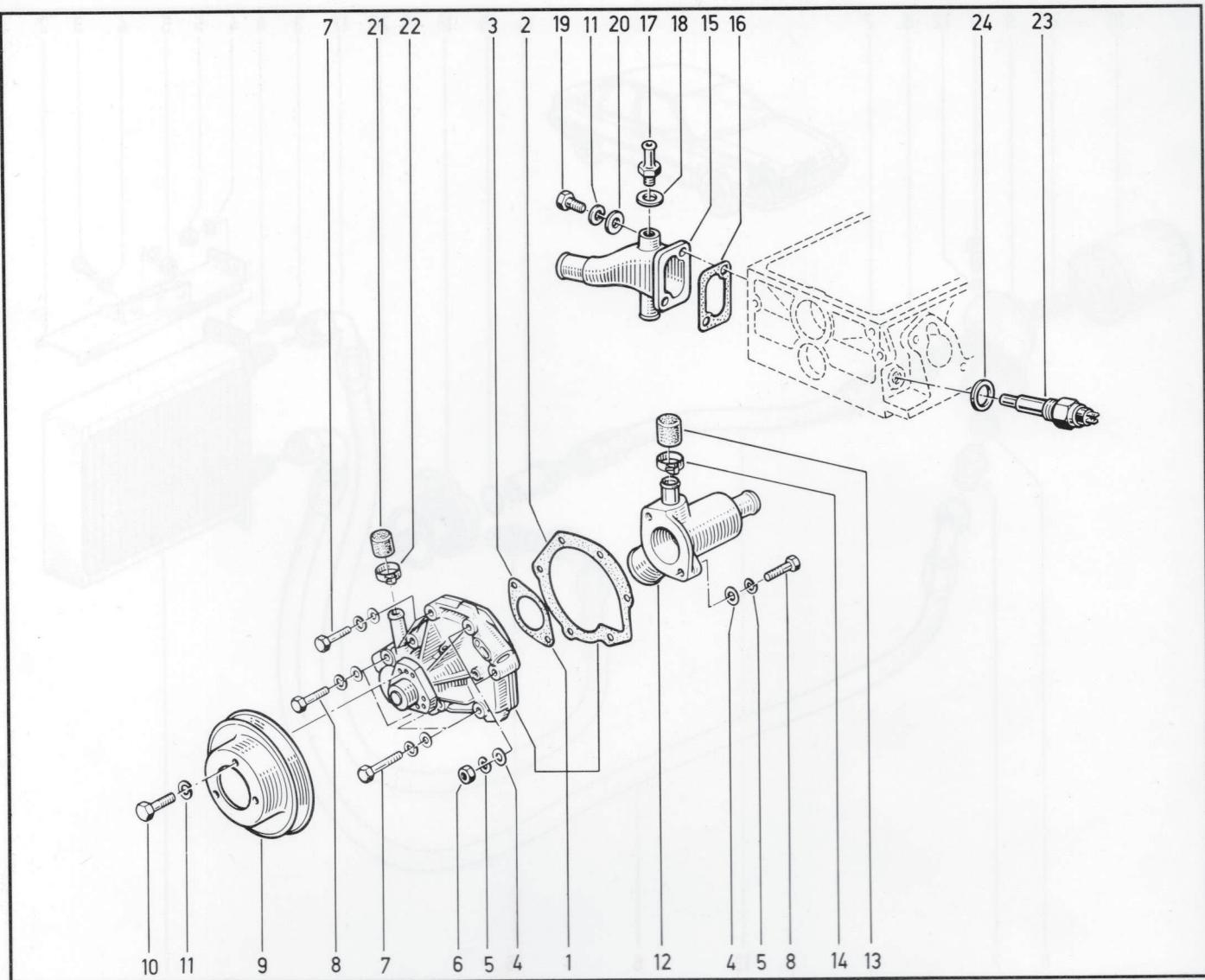
La taratura della valvola di scarico può essere variata mediante sostituzione della molla oppure per interposizione di rondelle sotto quest'ultima.

1 B - Oelpumpe

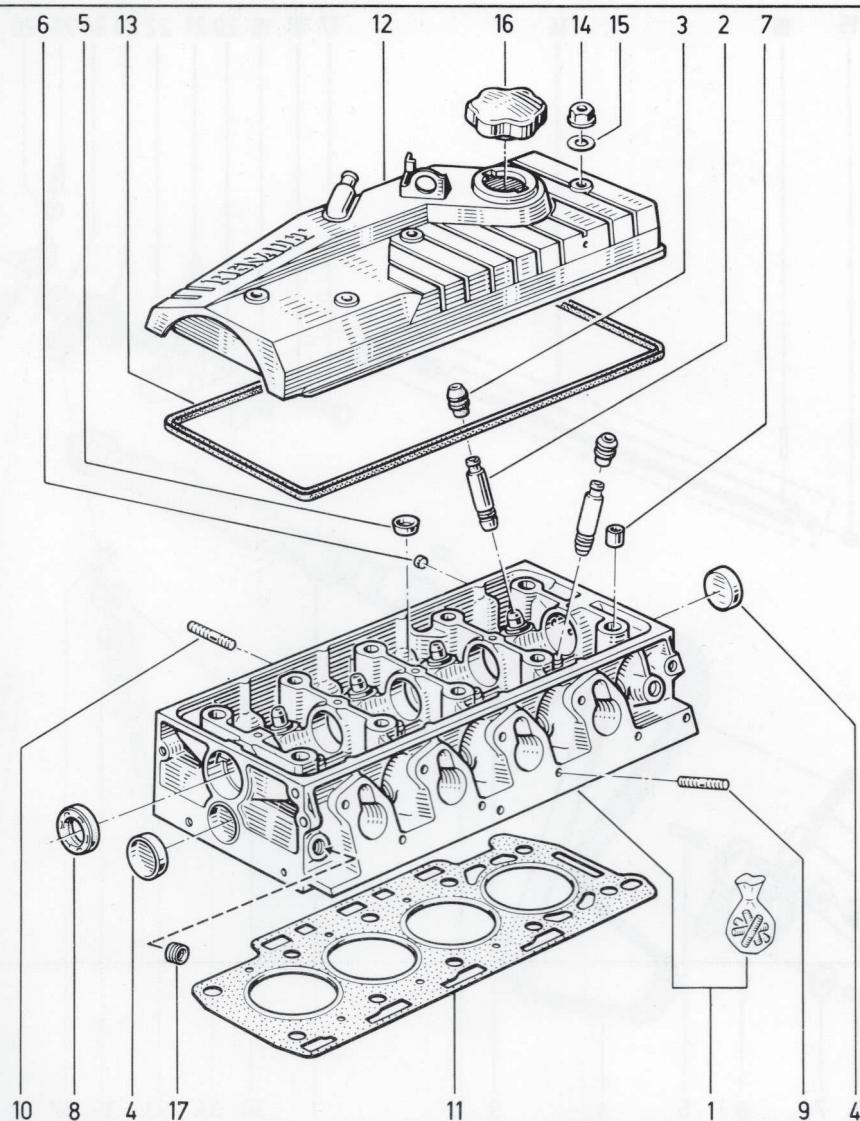
Die Vorspannung kann durch Auswechseln der Toder oder mit Unterlegscheiben-verändert werden.



| | |
|----|-----|
| 1 | A |
| 2 | |
| 3 | C |
| 4 | CCC |
| 5 | CCC |
| 6 | CCC |
| 7 | CCC |
| 8 | CCC |
| 9 | |
| 10 | C |
| 11 | CCC |
| 12 | CCC |
| 13 | CCC |
| 14 | CCC |
| 15 | CCC |
| 16 | CCC |
| 17 | |
| 18 | C |
| 19 | C |
| 20 | C |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | A | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |



| | | |
|----|---|---|
| 1 | | B |
| 2 | | B |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | A | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | A | C |
| 12 | A | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |

1 B - Culasse. Il est autorisé de rectifier la face cote joint pour obtenir une cote d'épaisseur mini de $X = 111,4$ mm.

– Il est autorisé de remplacer les sièges de soupapes à condition de conserver un diamètre intérieur maxi de : pour l'échappement $\varnothing 34$ maxi sur 1 mm de haut pour l'admission $\varnothing 38$ maxi sur 1 mm de haut.

2 B - Guides de souape. Seul le remplacement des guides d'origine par les guides réparations RENAULT est autorisé.

1 B - Cylinder head. Machining of the gasket side is permitted; the minimum resulting thickness must be $X = 111,4$ mm.

– Replacement of the valve seats is permitted on condition that the interior diameter does not exceed: a diameter of $\varnothing 34$ at a height of 1 mm for the exhaust a diameter of $\varnothing 38$ at a height of 1 mm for the inlet.

– Valve guides may only be replaced by RENAULT replacement part guides; the positions of these guides in the cylinder head must be identical to the original.

2 B - Valve guides. The original valve guides may only be replaced by authorised RENAULT replacement part guides.

1 B - Testata. Si autorizza la rettifica della testata per avere uno spessore minimo di $X = 111,4$ mm.

– E' possibile la sostituzione delle sedi valvole purché il diametro interno massimo sia di : per lo scarico $\varnothing 34$ su 1 mm di altezza per l'aspirazione $\varnothing 38$ su 1 mm di altezza.

– E' possibile sostituire le guide delle valvole con delle guide originali RENAULT unicamente rispettando la posizione che avevano in origine.

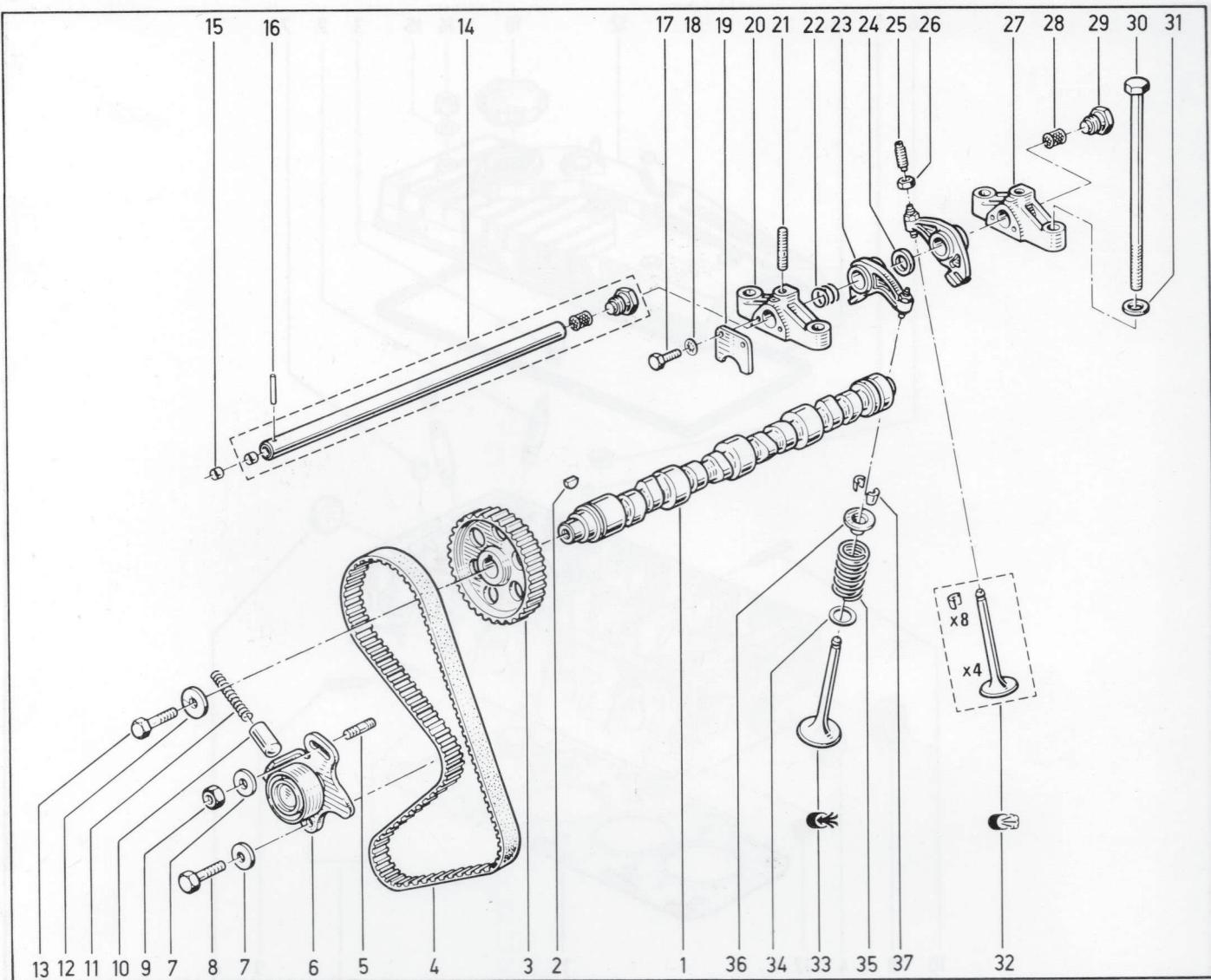
2 B - Guide valvole. Si autorizza la costituzione delle guide valvole solamente con delle maggiorate originali RENAULT.

1 B - Zylinderkopf.

– Es ist zulässig, die Diehtfläche zu planen bis zu einer Mindesthöhe des Zylinderkopfes von $X = 111,4$ mm.

– Es ist zulässig, die Ventilsitze auszuwechseln. Dabei müssen folgende maximale Innen-durchmesser eingehalten werden : Auslaß $\varnothing 34$ in einer Höhe von 1 mm Einlaß $\varnothing 38$ in einer Höhe von 1 m.

2 B - Ventilführungen. Die Ventilführungen können nur durch Original RENAULT Reparatur-Ventilführungen ersetzt werden. Die Position im Zylinderkopf muß mit den Original-Ventilführungen identisch bleiben.



3 B - Roue d'arbre à came

Seul l'usinage d'une ou plusieurs autres rainures de clavetage est autorisé.

3 B - Camshaft drive sprocket (pulley)

Only permitted modification is the machining of one or more keyway grooves.

3 B - Inorinaccio albero camme

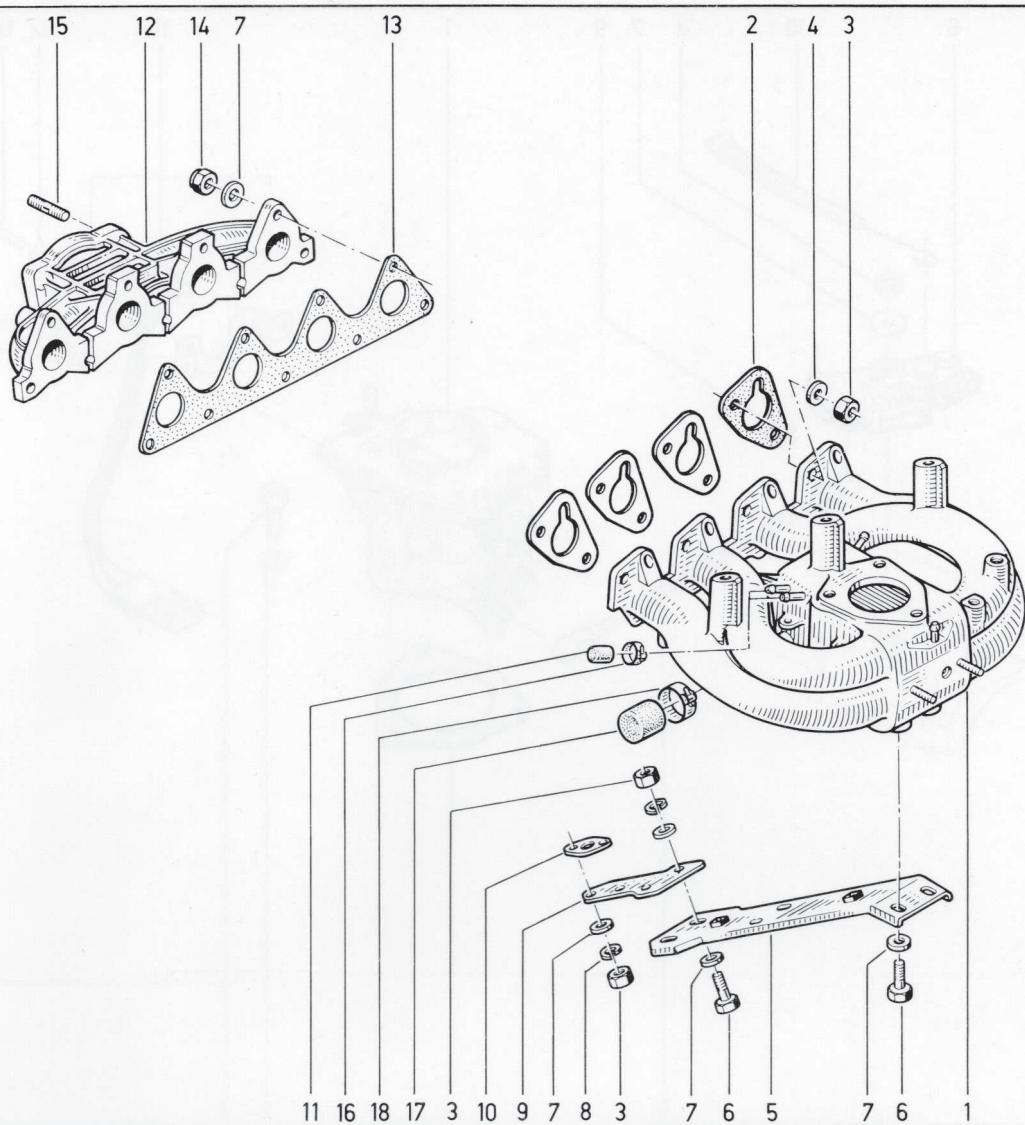
Si autorizza solamente la tornitura di una o piu scanalature.

3 B - Nockenwellenrad

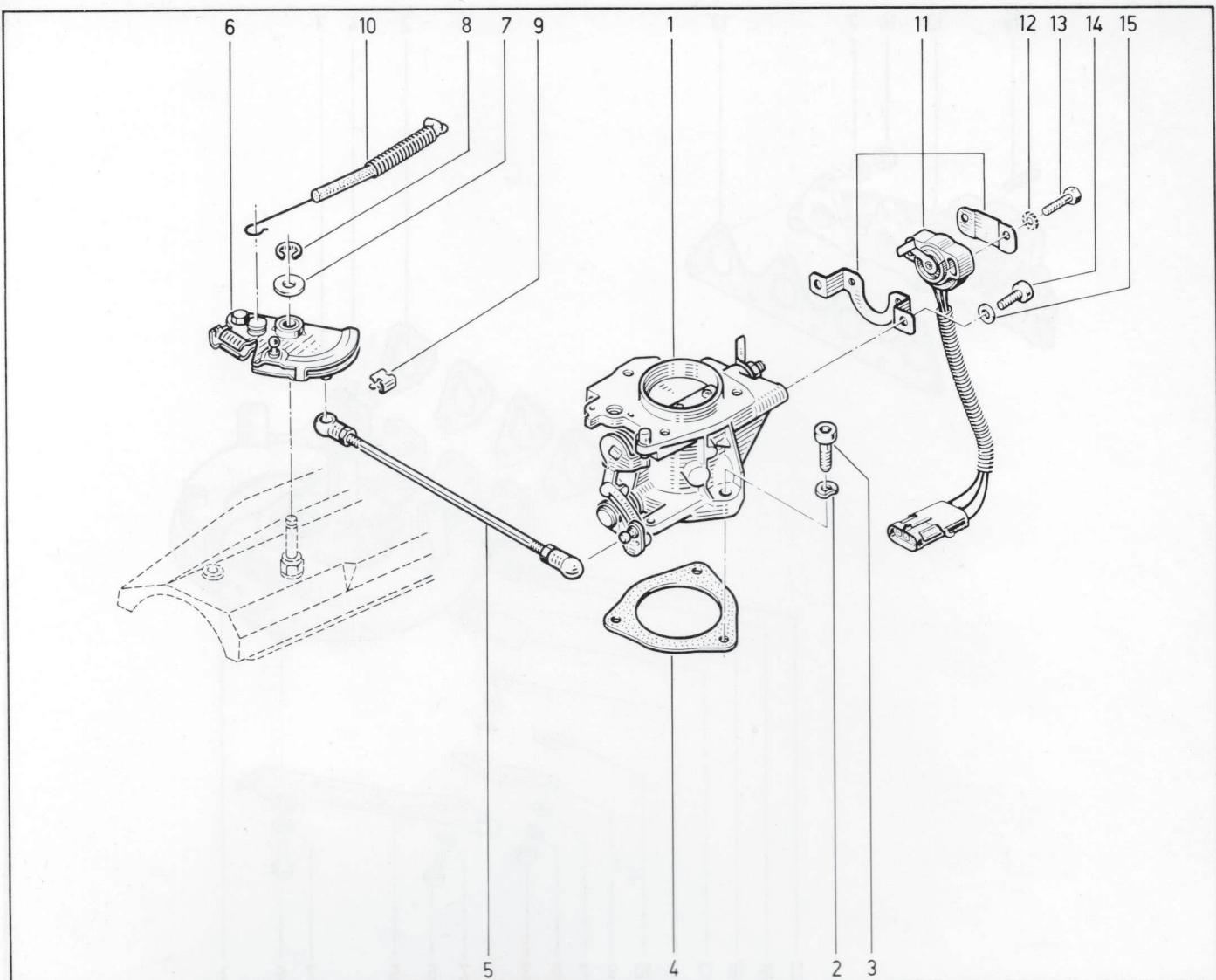
Nur die Keilnute darf versetzt werden.

| | | | |
|----|---|---|--|
| 1 | A | | |
| 2 | A | B | |
| 3 | A | C | |
| 4 | A | C | |
| 5 | A | C | |
| 6 | A | C | |
| 7 | A | C | |
| 8 | | C | |
| 9 | | C | |
| 10 | A | C | |
| 11 | | C | |
| 12 | | C | |
| 13 | A | C | |
| 14 | A | C | |
| 15 | | C | |
| 16 | | C | |
| 17 | | C | |
| 18 | | C | |
| 19 | | C | |
| 20 | A | C | |
| 21 | | C | |
| 22 | A | C | |
| 23 | A | C | |
| 24 | A | C | |
| 25 | A | C | |
| 26 | A | C | |
| 27 | A | C | |
| 28 | A | C | |
| 29 | A | C | |
| 30 | A | C | |
| 31 | A | C | |
| 32 | A | C | |
| 33 | A | C | |

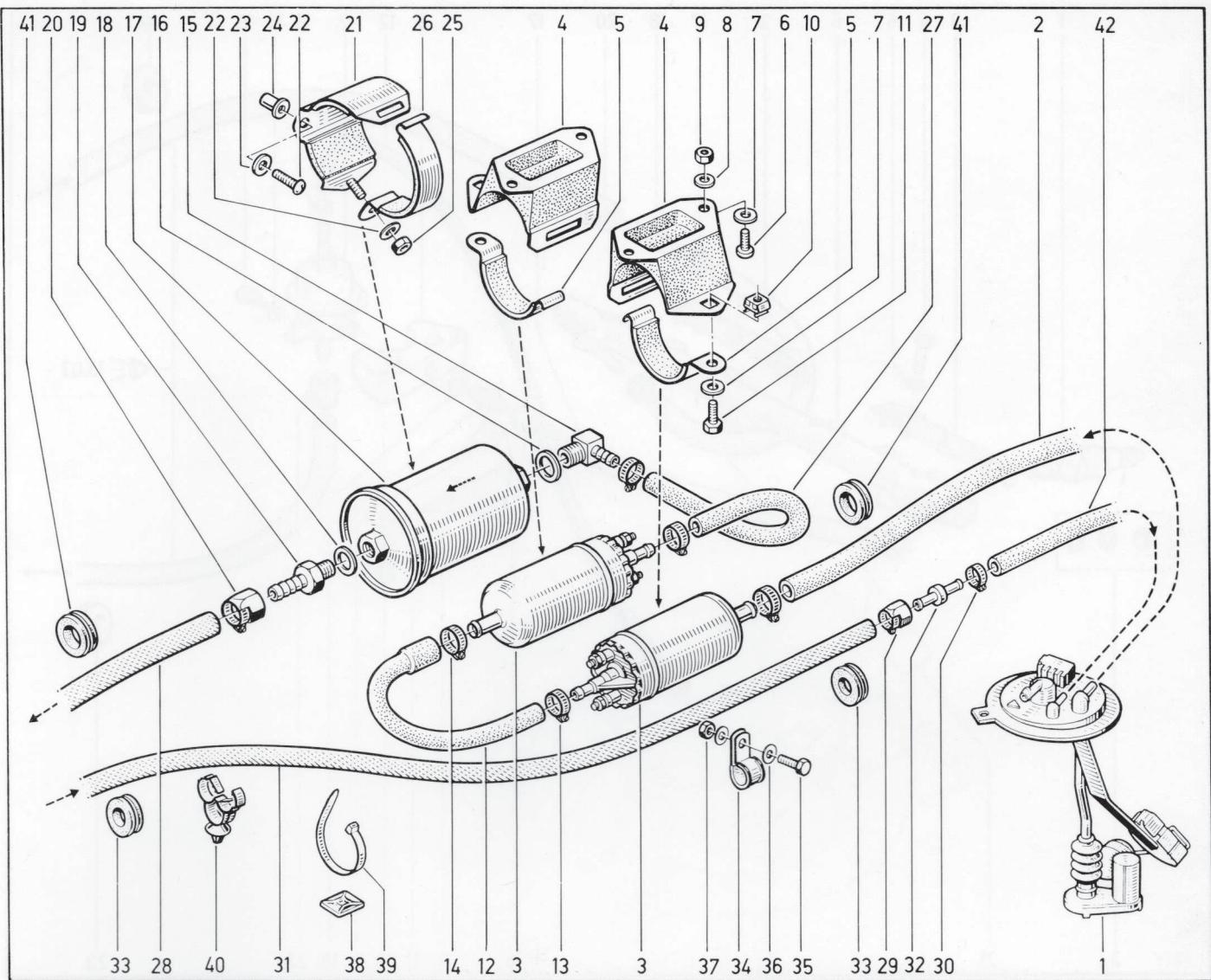
TAMPERED WITH: Only permitted modification is the machining of one or more keyway grooves. Only the Keilnute darf versetzt werden.



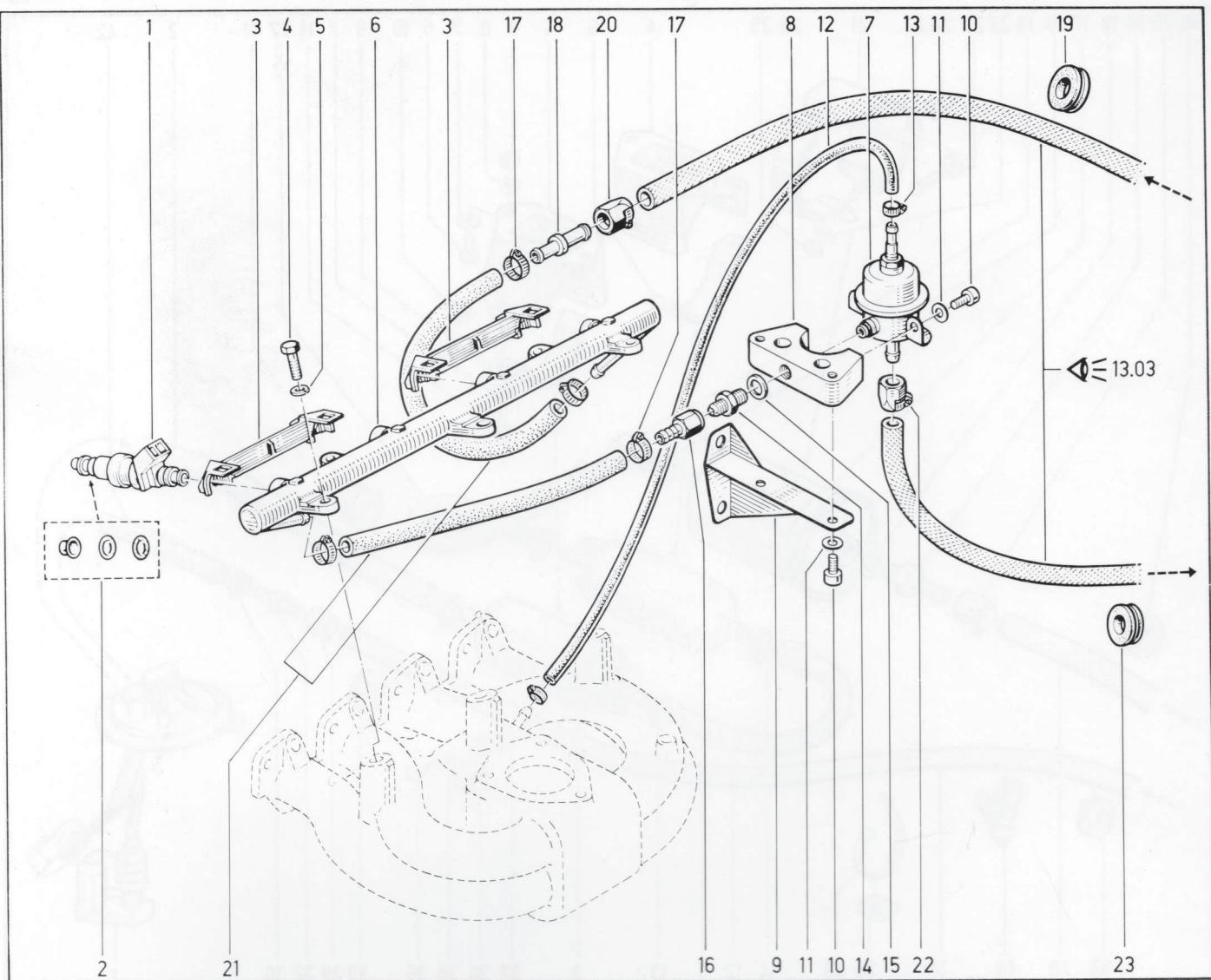
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | A | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |



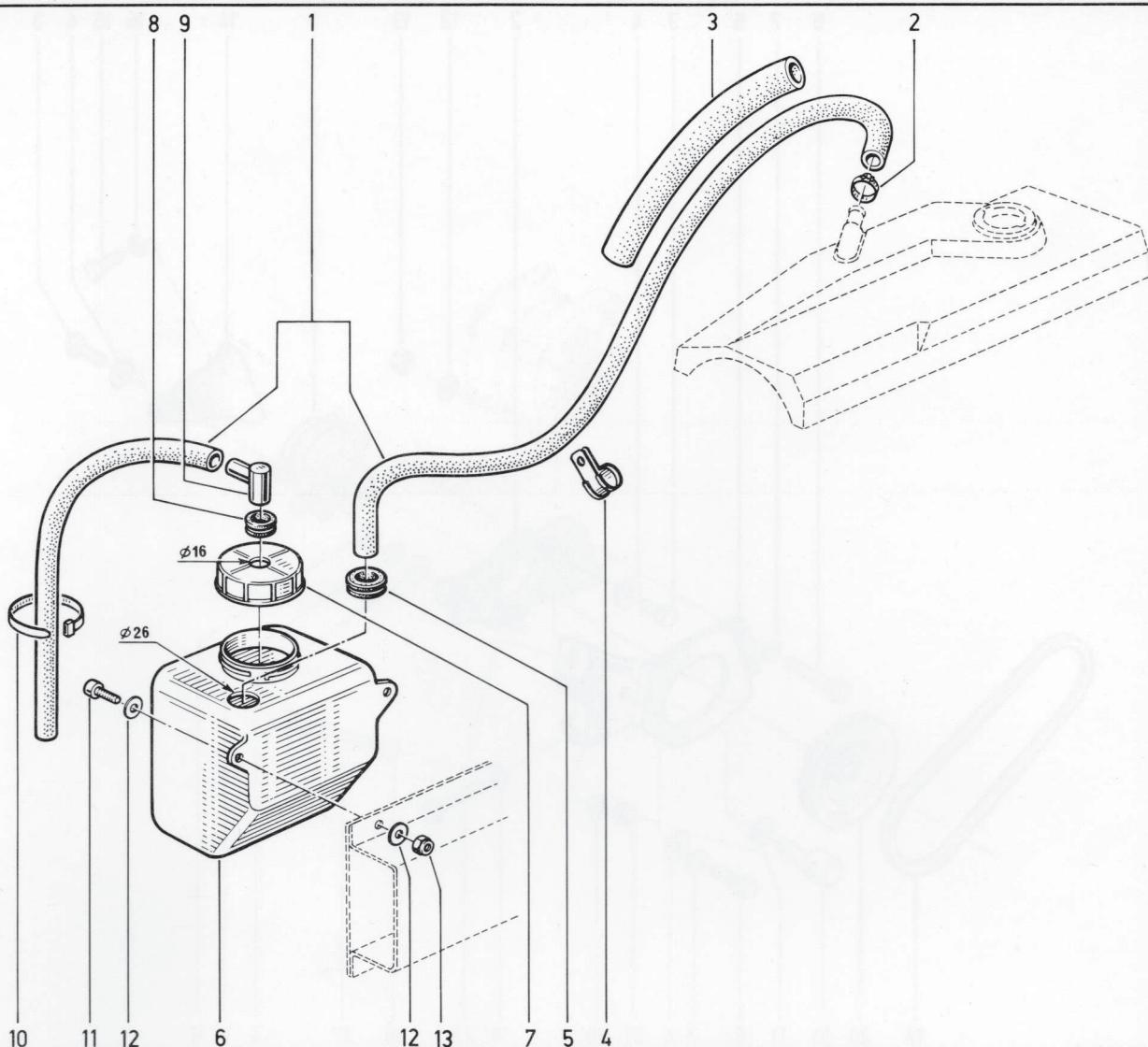
| | |
|----|---|
| 1 | A |
| 2 | |
| 3 | C |
| 4 | C |
| 5 | C |
| 6 | C |
| 7 | C |
| 8 | C |
| 9 | C |
| 10 | C |
| 11 | A |
| 12 | |
| 13 | C |
| 14 | C |
| 15 | C |
| 16 | C |
| 17 | A |



| | | | | | |
|----|---|---|----|--|---|
| 1 | A | | 34 | | C |
| 2 | | C | 35 | | C |
| 3 | A | | 36 | | C |
| 4 | | C | 37 | | C |
| 5 | | C | 38 | | C |
| 6 | | C | 39 | | C |
| 7 | | C | 40 | | C |
| 8 | | C | 41 | | C |
| 9 | | C | 42 | | C |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
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| 27 | | | | | |
| 28 | | | | | |
| 29 | | | | | |
| 30 | | | | | |
| 31 | | | | | |
| 32 | | | | | |
| 33 | | | | | |



| | | |
|----|---|---|
| 1 | A | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | A | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |
| 23 | | C |



6-14 B - Circuit de récupération des vapeurs d'huile

Il peut être remplacé par un autre circuit.

Tout circuit de récupération prévu avec mise à l'air libre devra être équipé de telle manière que les remontées d'huile ne puissent s'écouler librement. Le récipient récupération devra être en matière plastique translucide ou comporter un niveau visible extérieurement.

6.14 B - Oil vapour recirculation circuit

This circuit may be replaced by another.

Where the recirculation system is vented to the atmosphere it must be equipped in such a way that oil flowing through may not escape freely. The recirculation catch-tank must be made of translucent plastic or must incorporate an oil level indicator visible from the exterior.

6.14 B - Circuito per il recupero dei vapori d'olio

Può essere sostituito con un altro circuito.

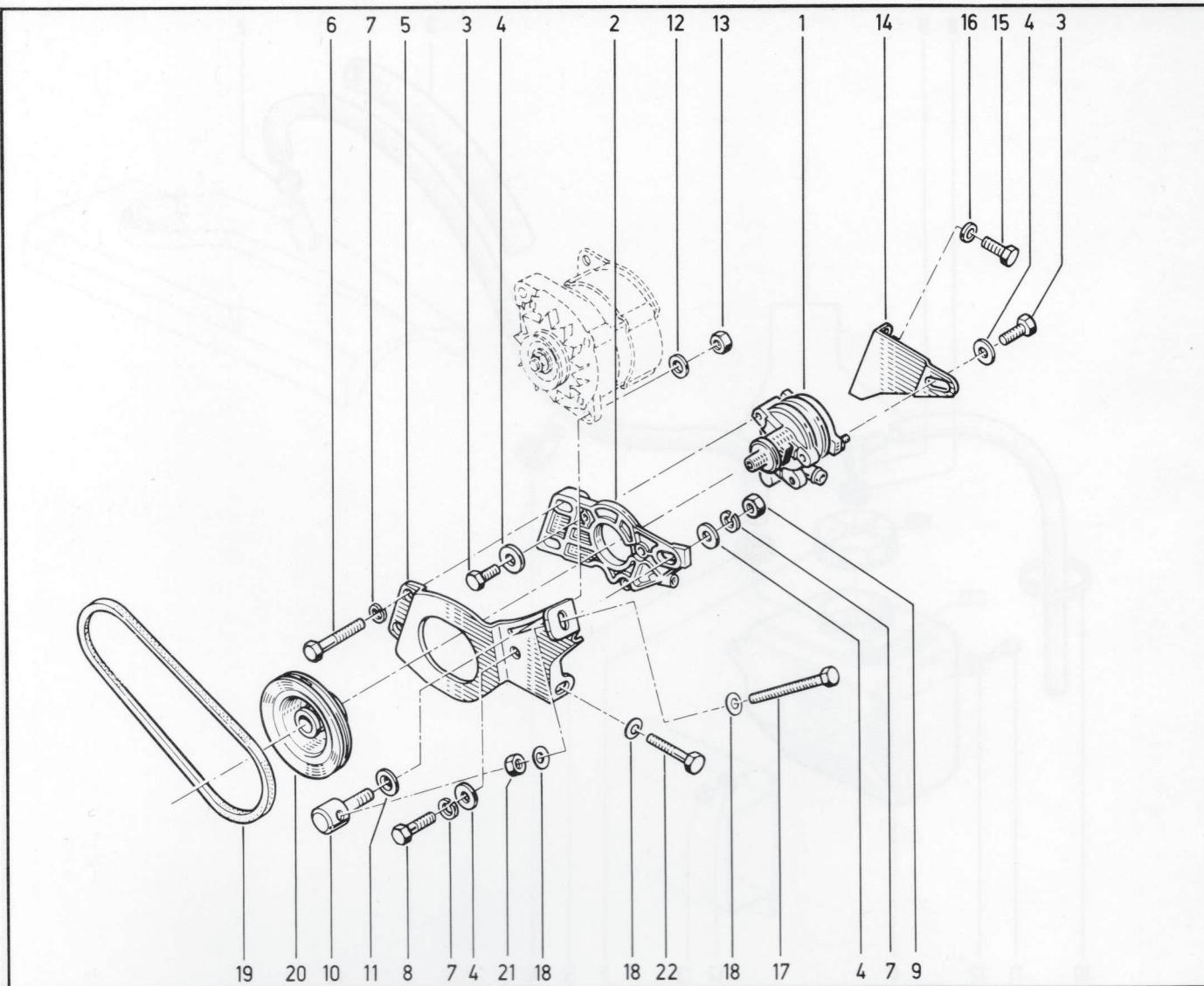
Ogni circuito di recupero previsto con immissione d'aria libera dovrà essere equipaggiato in modo tale che le risalite d'olio non possano colare liberamente. Il recipiente di recupero dovrà essere in materiale plastico traslucido che consenta di vedere dall'esterno il livello.

6.14 B - Kurbelgehäuseentlüftung

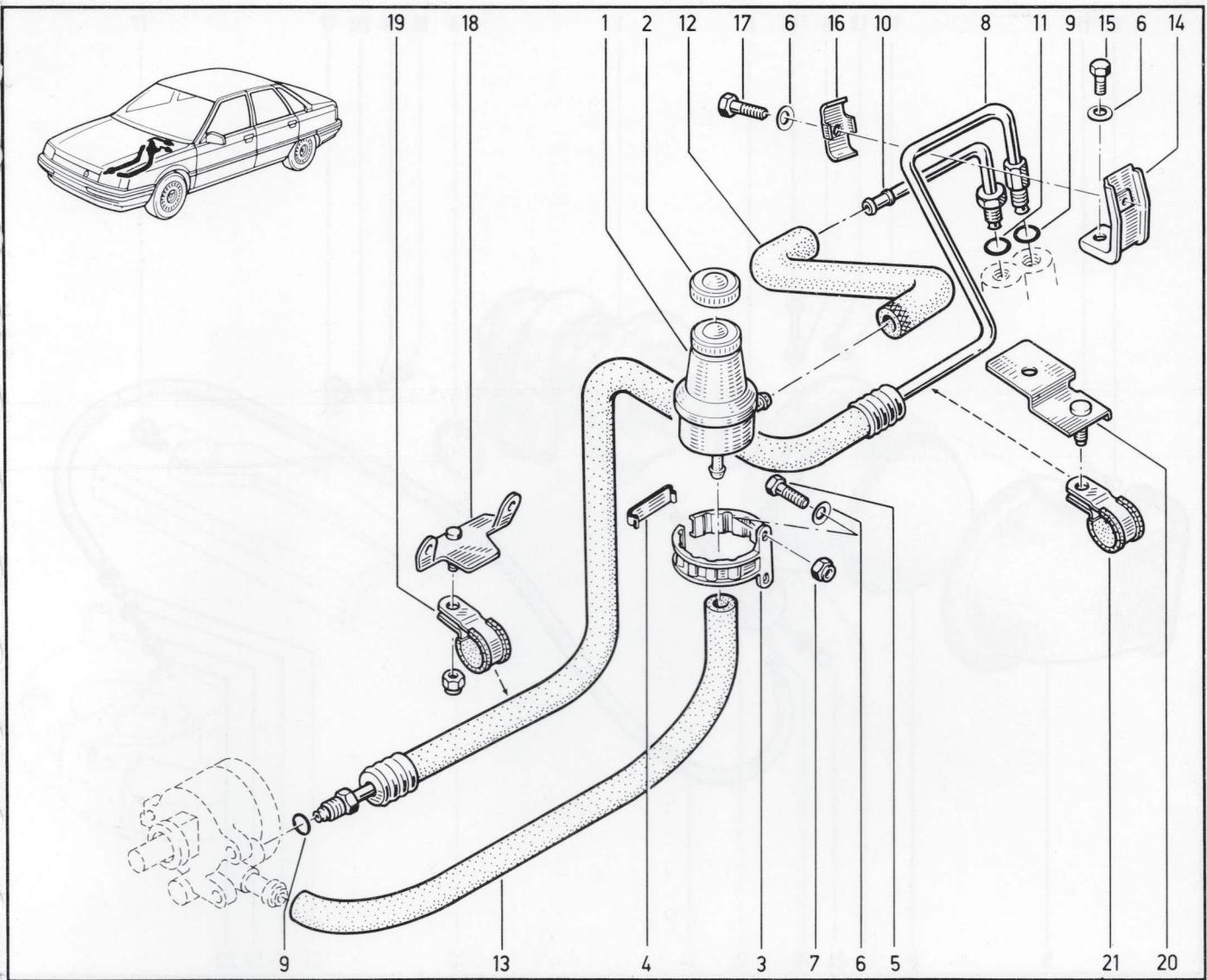
Kann durch eine andere ersetzt werden.

Alles hochsteigende Oel oder die Oeldämpfe müssen in einem durchsichtigen Sammelbehälter aufgefangen werden.

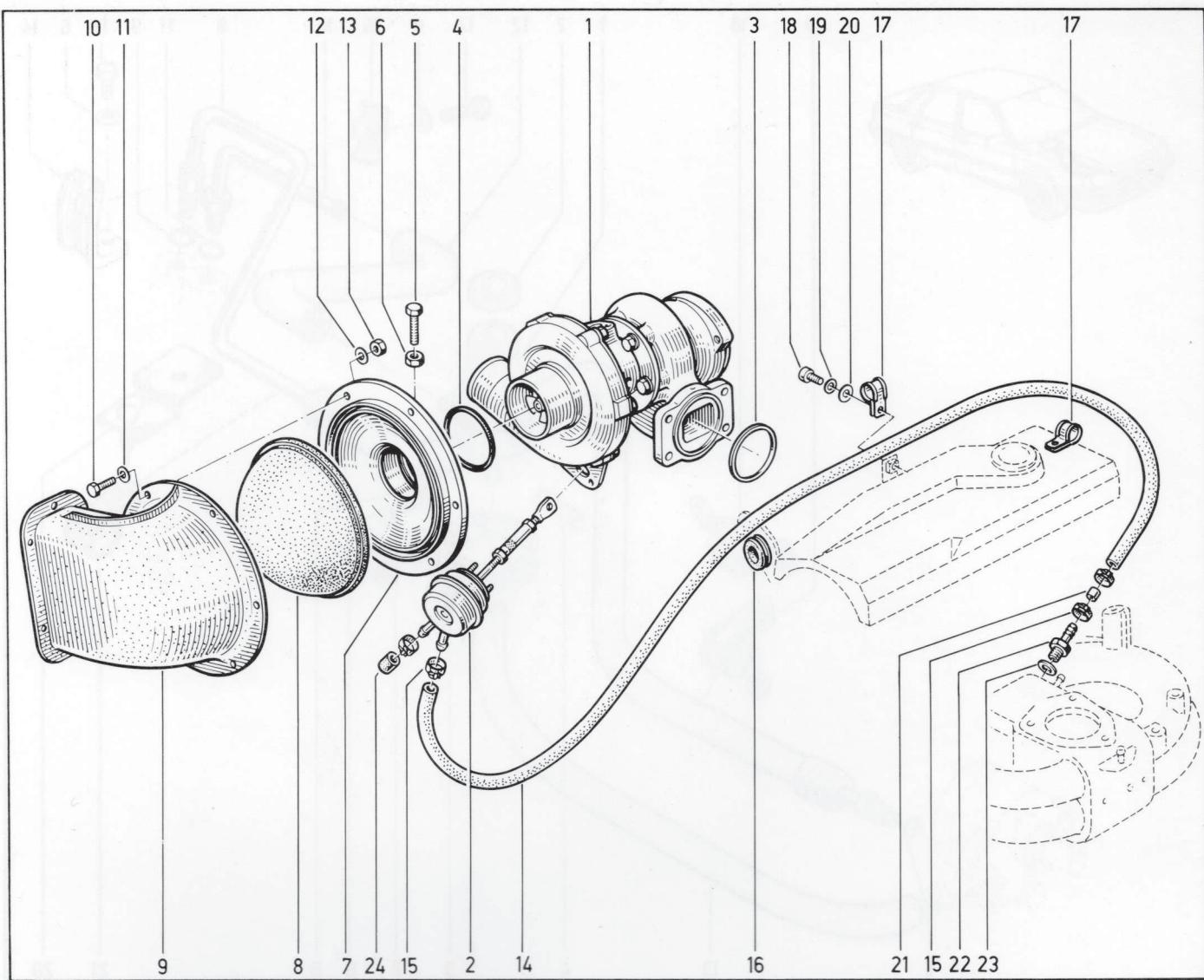
| | | |
|----|---|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | B | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | B | C |



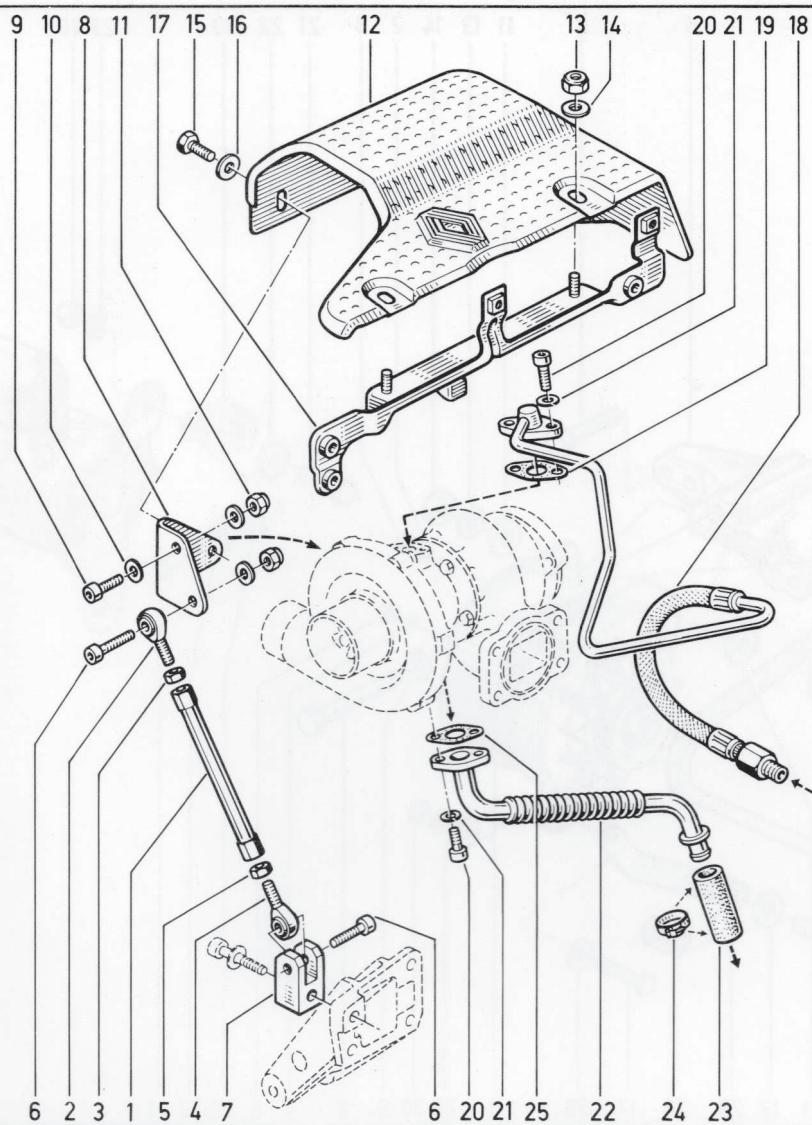
| | | |
|----|---|---|
| 1 | A | |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | A | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |



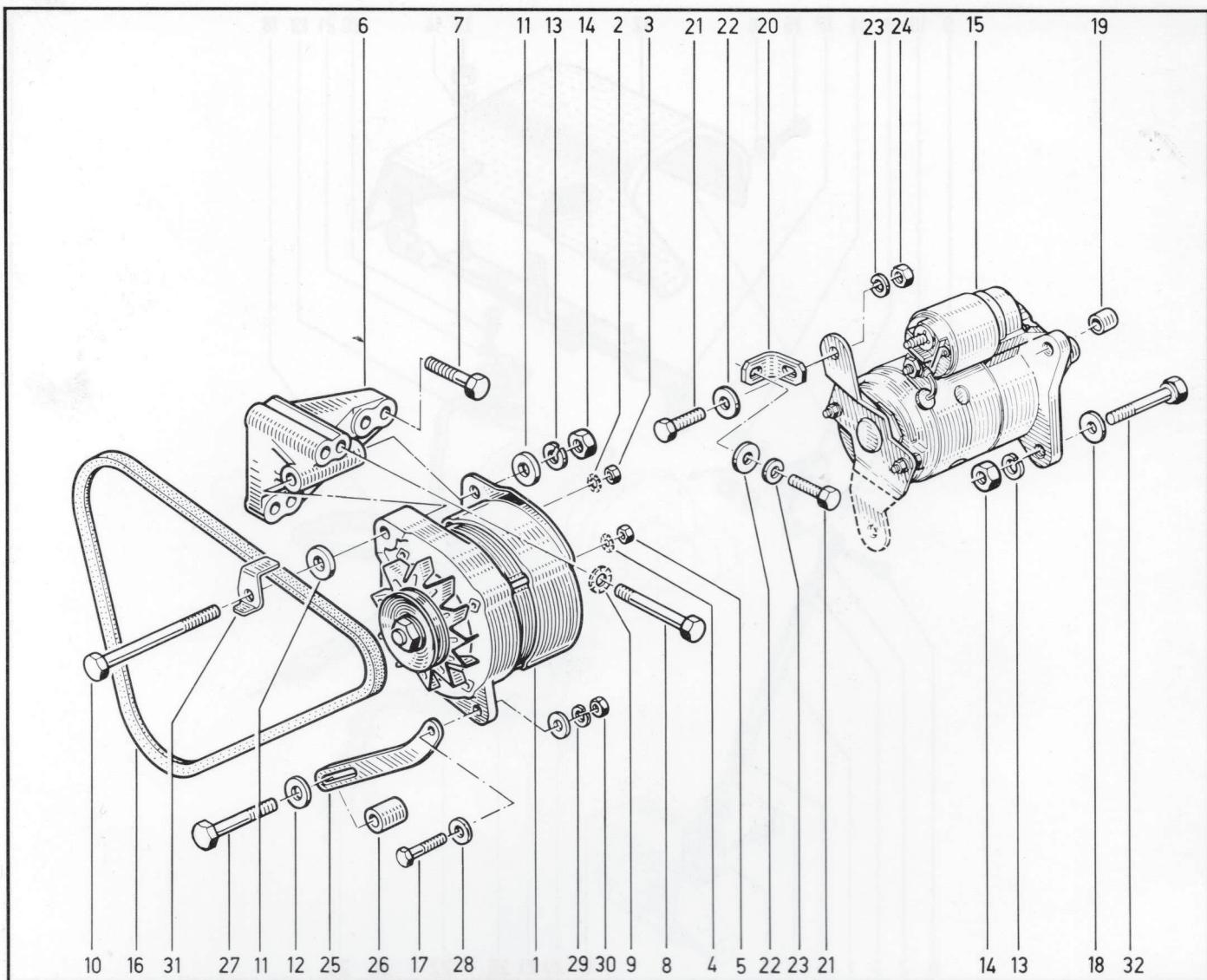
| | |
|----|---|
| 1 | C |
| 2 | C |
| 3 | C |
| 4 | C |
| 5 | C |
| 6 | C |
| 7 | C |
| 8 | C |
| 9 | C |
| 10 | C |
| 11 | C |
| 12 | C |
| 13 | C |
| 14 | C |
| 15 | C |
| 16 | C |
| 17 | C |
| 18 | C |
| 19 | C |
| 20 | C |
| 21 | C |



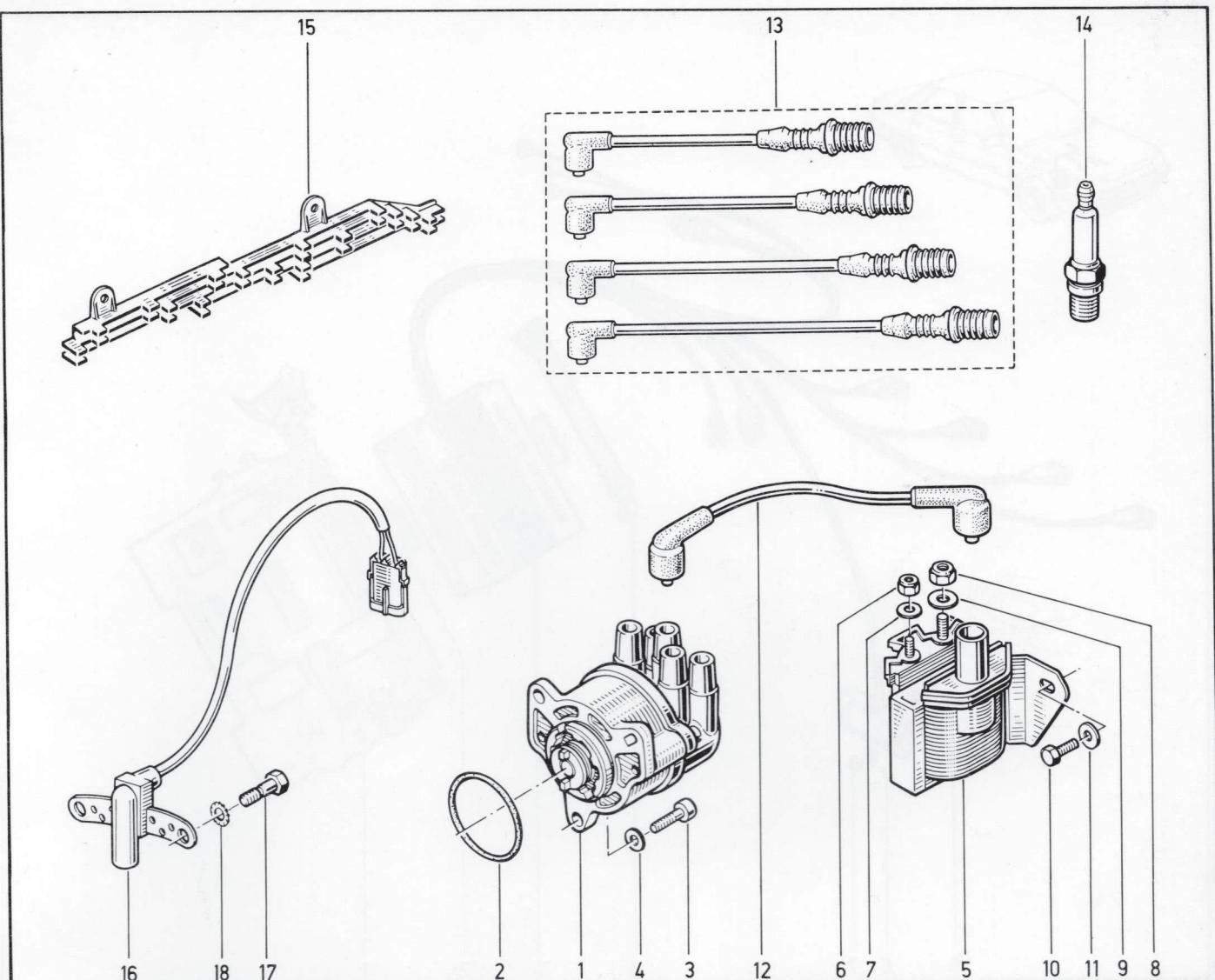
| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | A | |
| 8 | A | |
| 9 | A | |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |
| 23 | | C |
| 24 | | C |



| | | |
|----|---|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | A | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |
| 23 | | C |
| 24 | | C |
| 25 | | C |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |
| 23 | | C |
| 24 | | C |
| 25 | | C |
| 26 | | C |
| 27 | | C |
| 28 | | C |
| 29 | | C |
| 30 | | C |
| 31 | | C |
| 32 | | C |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | A | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | B | C |
| 15 | B | C |
| 16 | B | C |
| 17 | | C |
| 18 | | C |

16 B - Capteur de vitesse et de point mort haut

Peut être déplacé sur son support.

16 B - Speed and top dead centre sensor

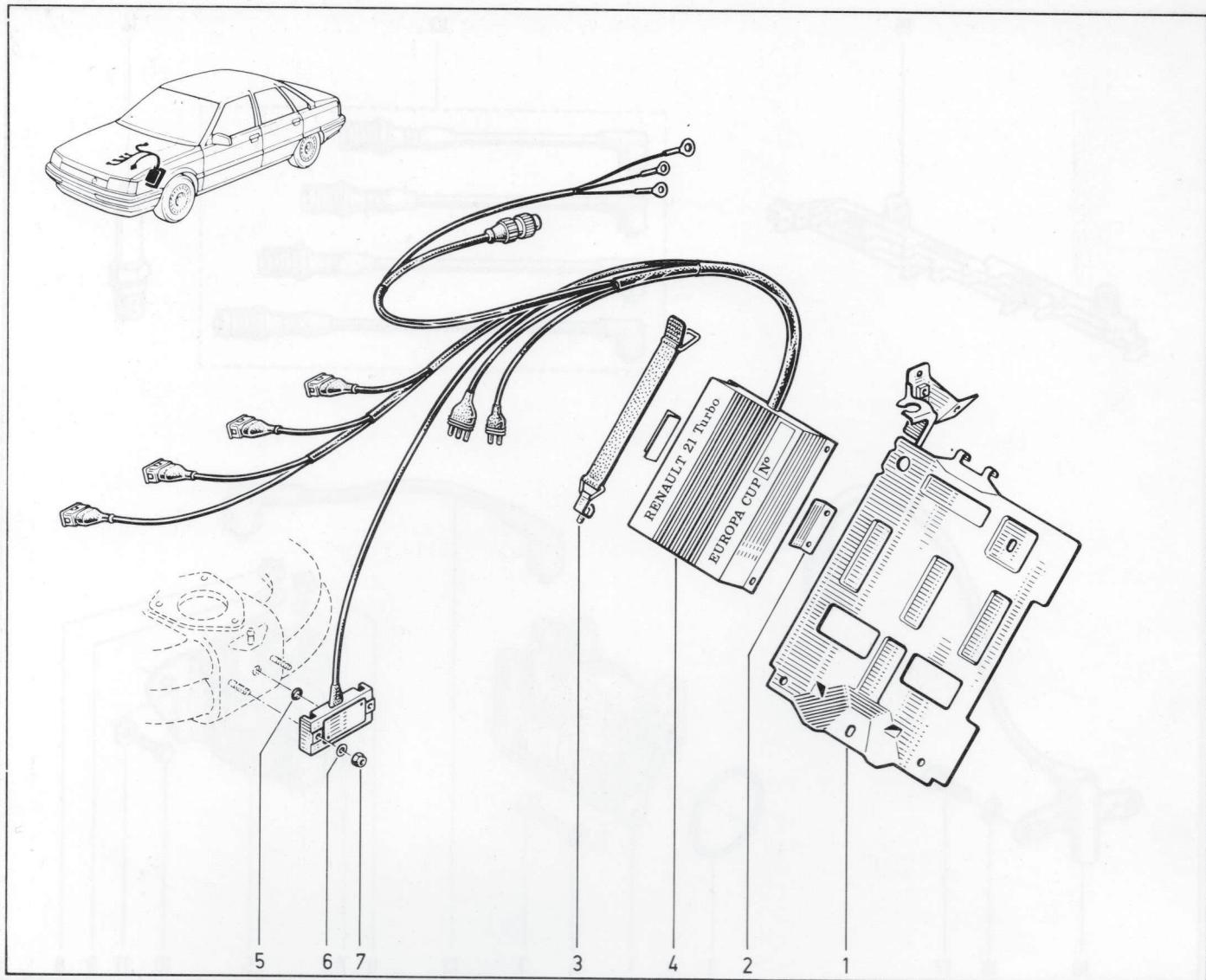
May be moved on its support.

16 B - Capitore di velocità e di punto morto

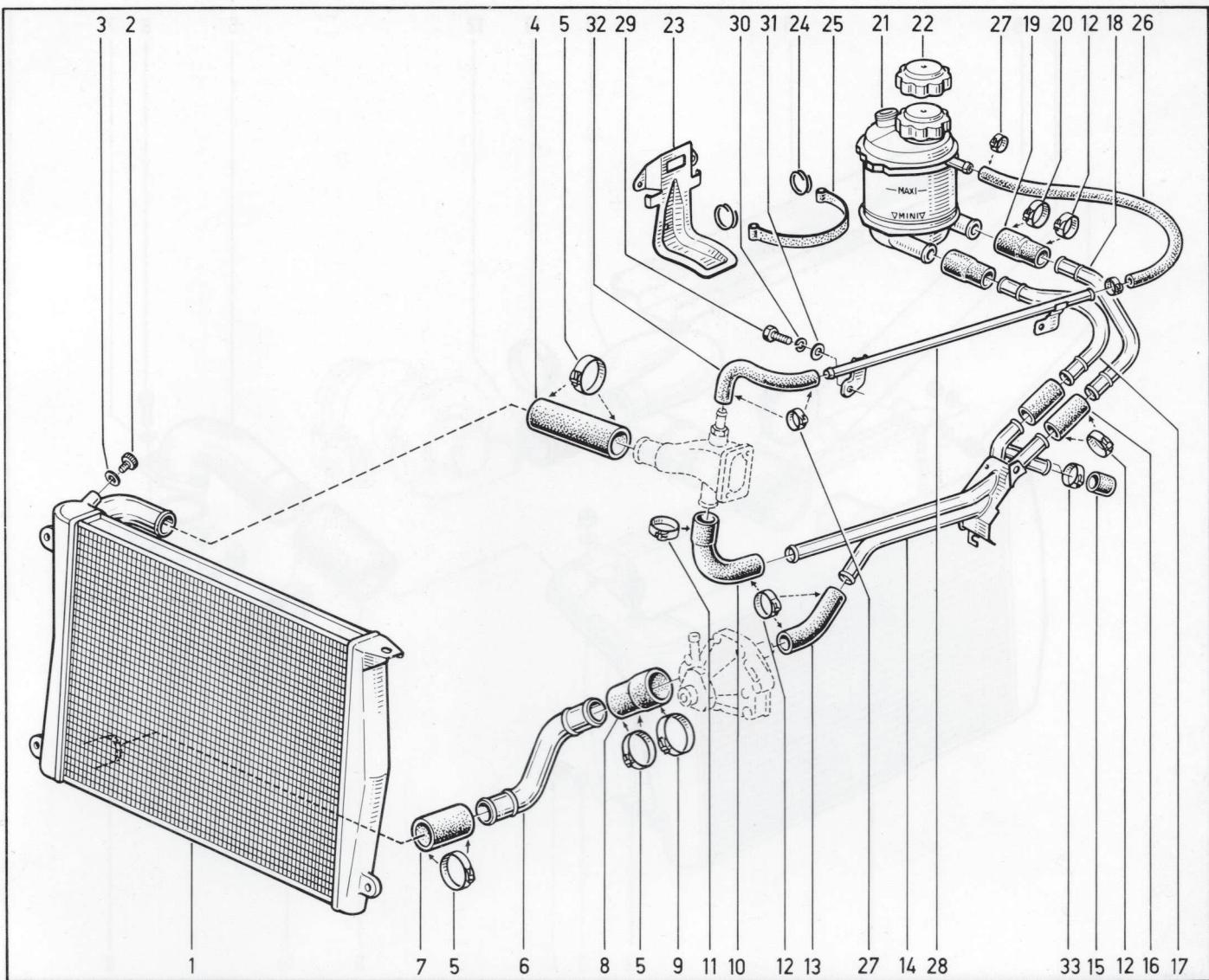
Superiore può essere spostato sul suo supporto.

16 B - Impulsgeber

Kann auf der Halterung verschoben werden.



| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | C |
| 4 | A | C |
| 5 | A | C |
| 6 | | C |
| 7 | | C |



21 - Bocal d'expansion

Libre mais doit être à son emplacement d'origine.

21 B - Expansion bottle

Free, but must be sited in original position.

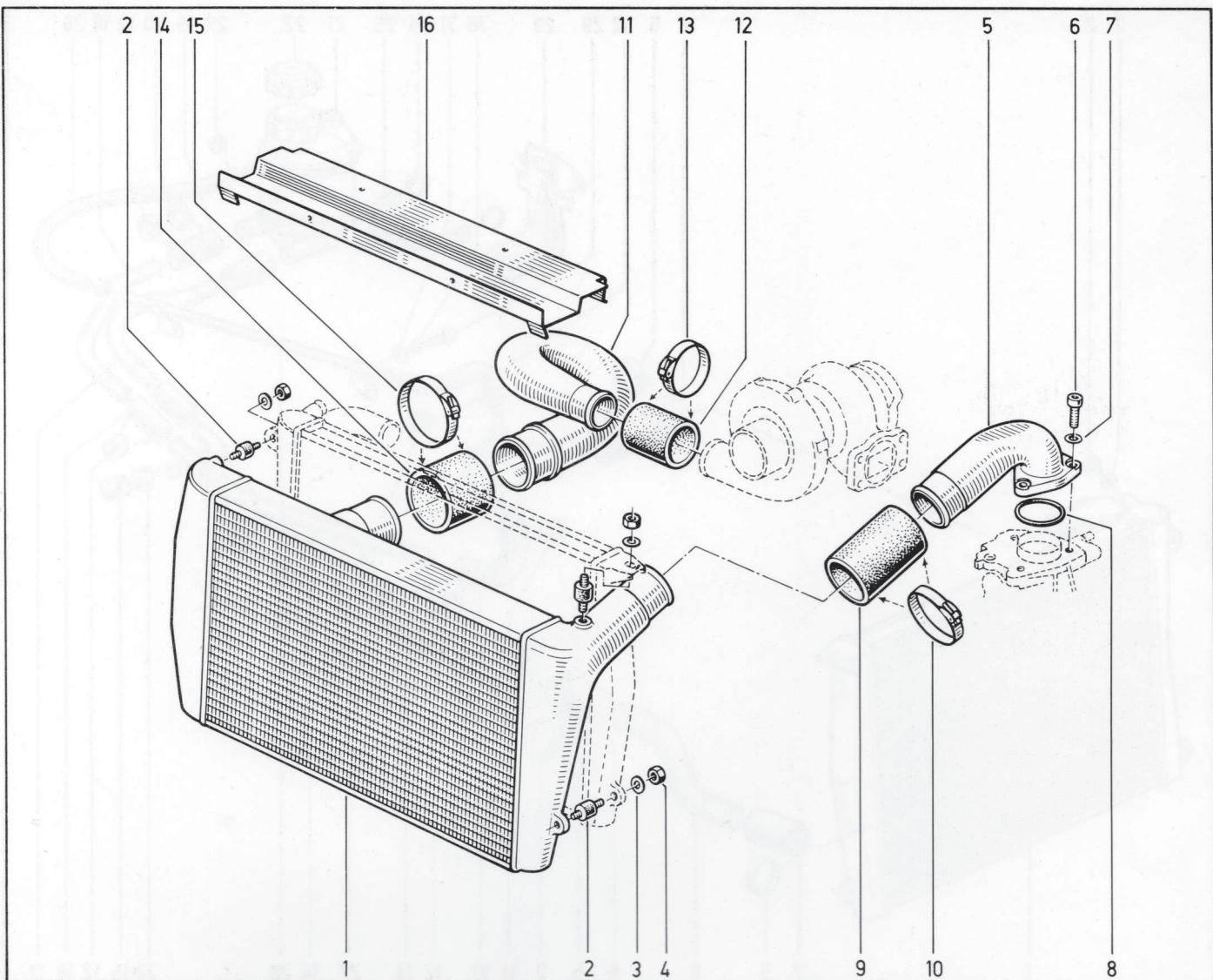
21 B - Vaso d'espansione

Libero ma deve rimanere al suo posto d'origine.

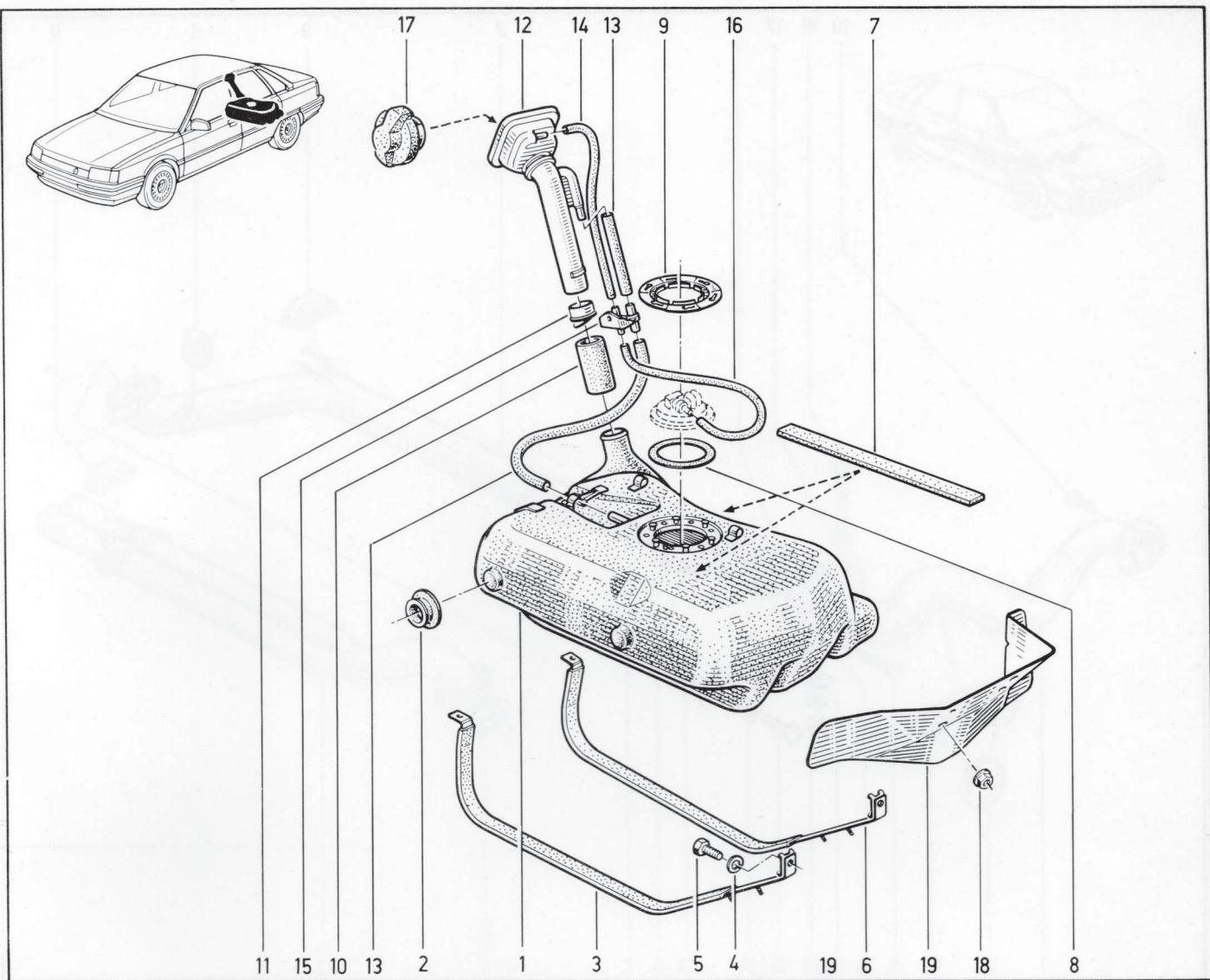
21 B - Ausgleichbehälter

Freigestellt, muß jedoch an der Stelle des Original-Behälters befestigt sein.

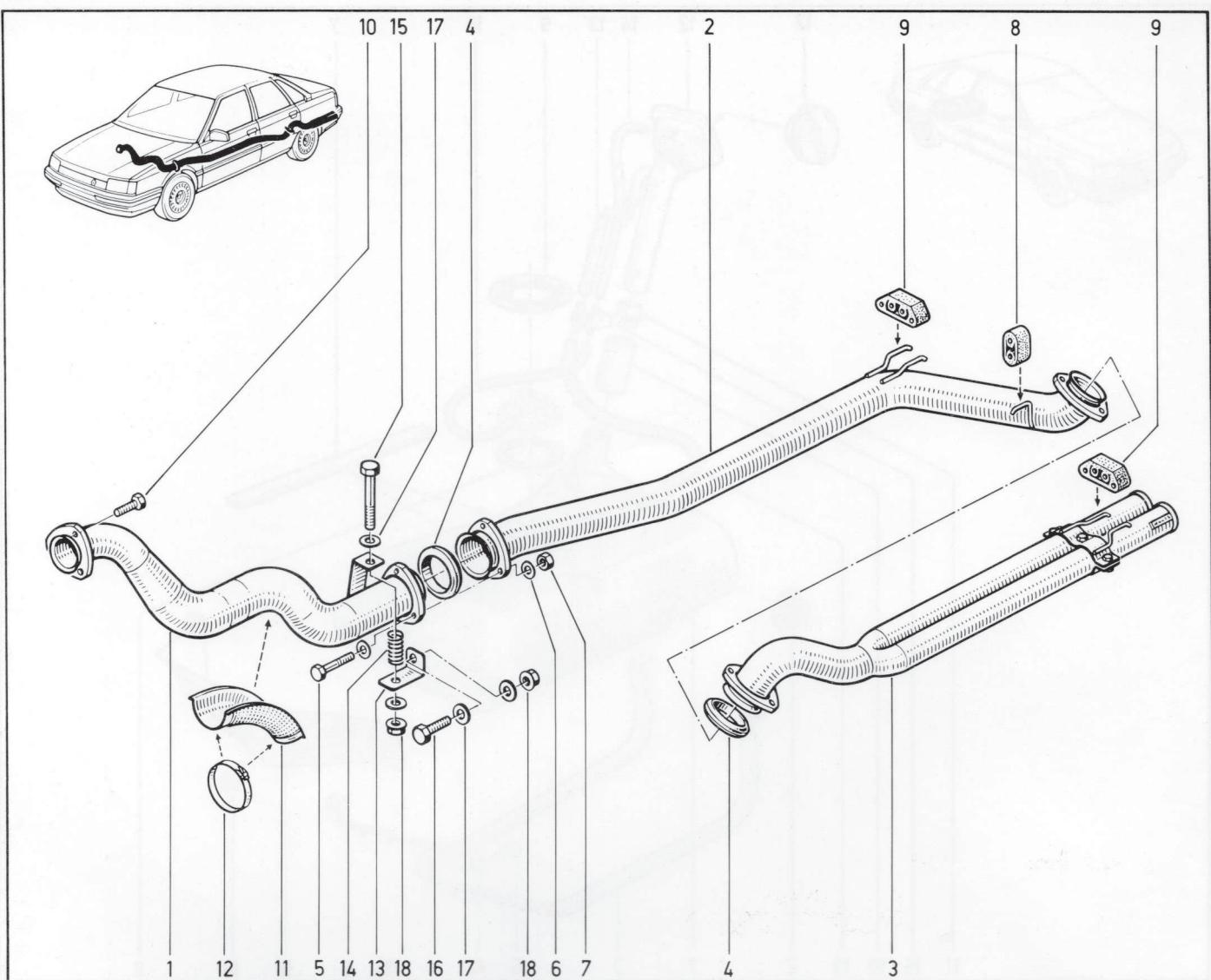
| | | |
|----|---|----|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | CC |
| 20 | | C |
| 21 | B | C |
| 22 | | C |
| 23 | | C |
| 24 | | C |
| 25 | | C |
| 26 | | C |
| 27 | | C |
| 28 | | C |
| 29 | | C |
| 30 | | C |
| 31 | | C |
| 32 | | C |
| 33 | | C |



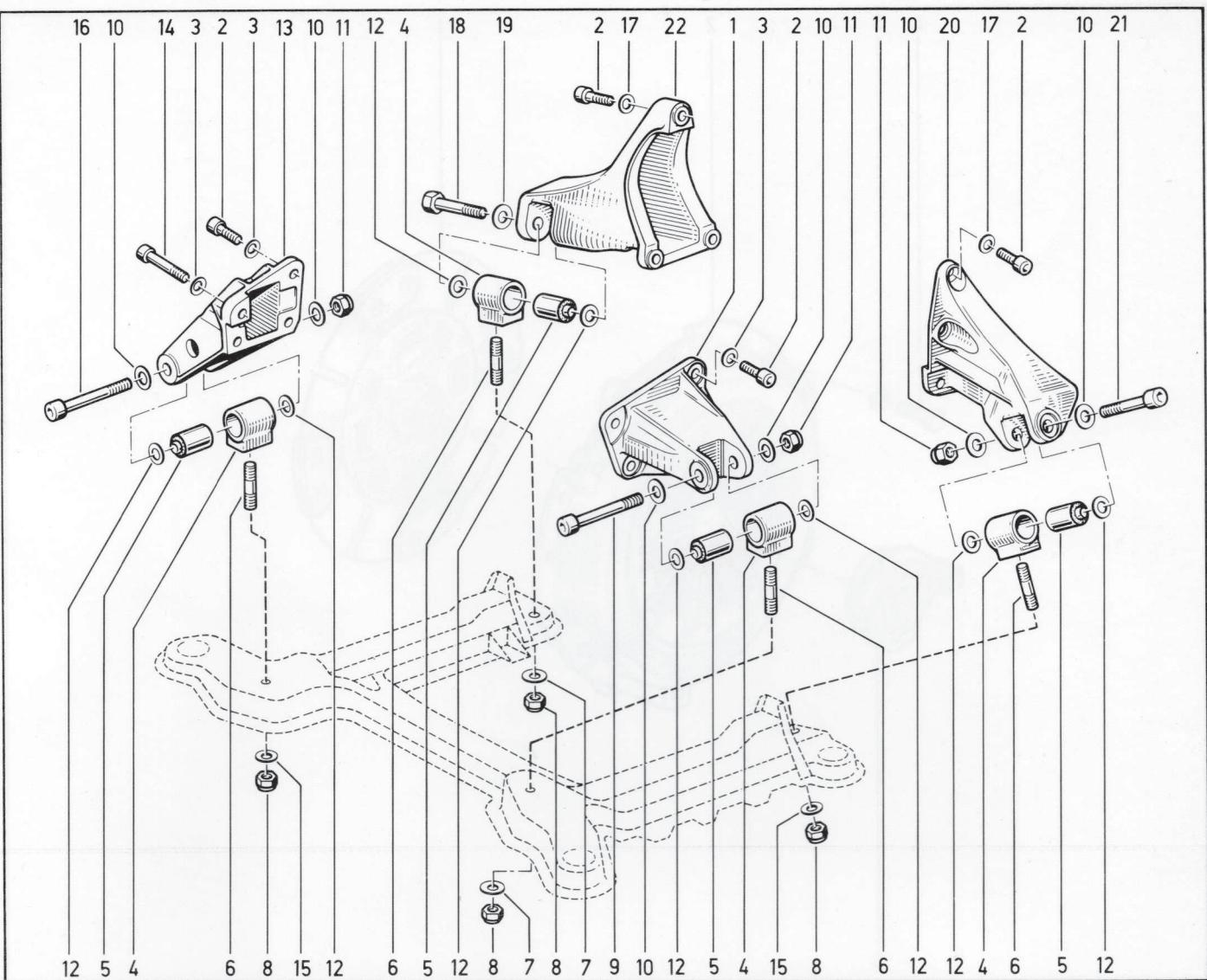
| | | | |
|----|---|--|---|
| 1 | A | | C |
| 2 | A | | C |
| 3 | | | C |
| 4 | A | | C |
| 5 | | | C |
| 6 | | | C |
| 7 | | | C |
| 8 | | | C |
| 9 | | | C |
| 10 | | | C |
| 11 | A | | C |
| 12 | | | C |
| 13 | | | C |
| 14 | | | C |
| 15 | | | C |
| 16 | | | C |



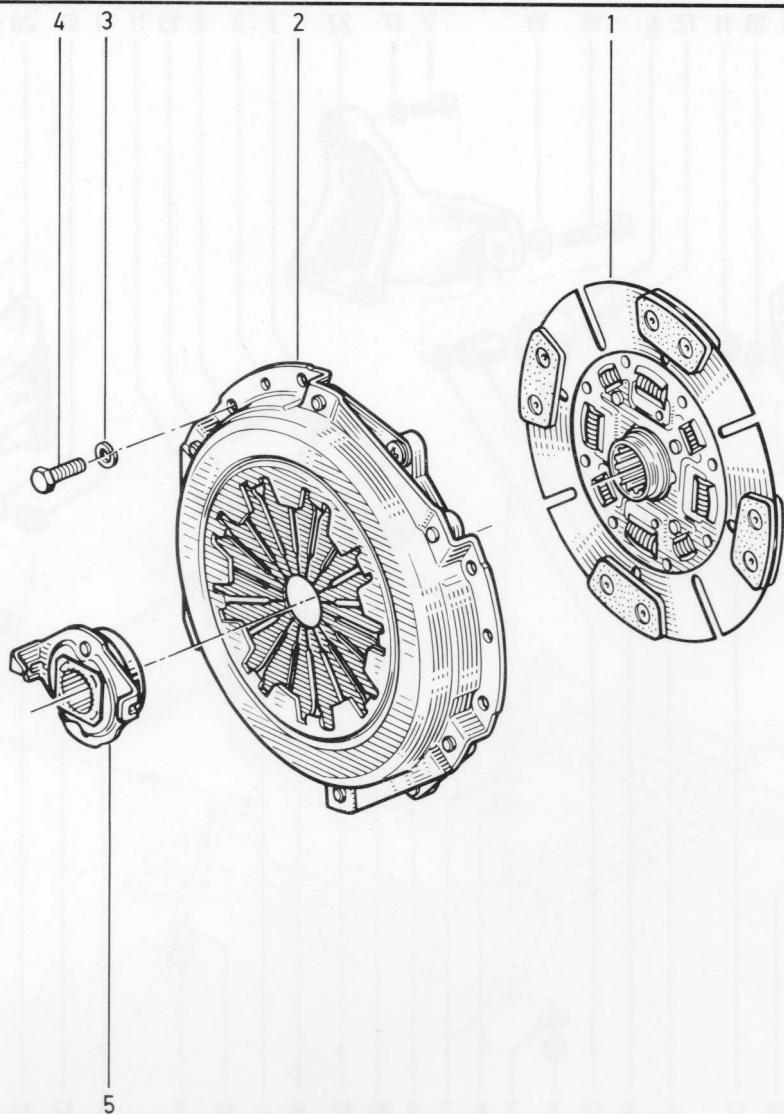
| | | |
|----|---|---|
| 1 | A | |
| 2 | | |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |



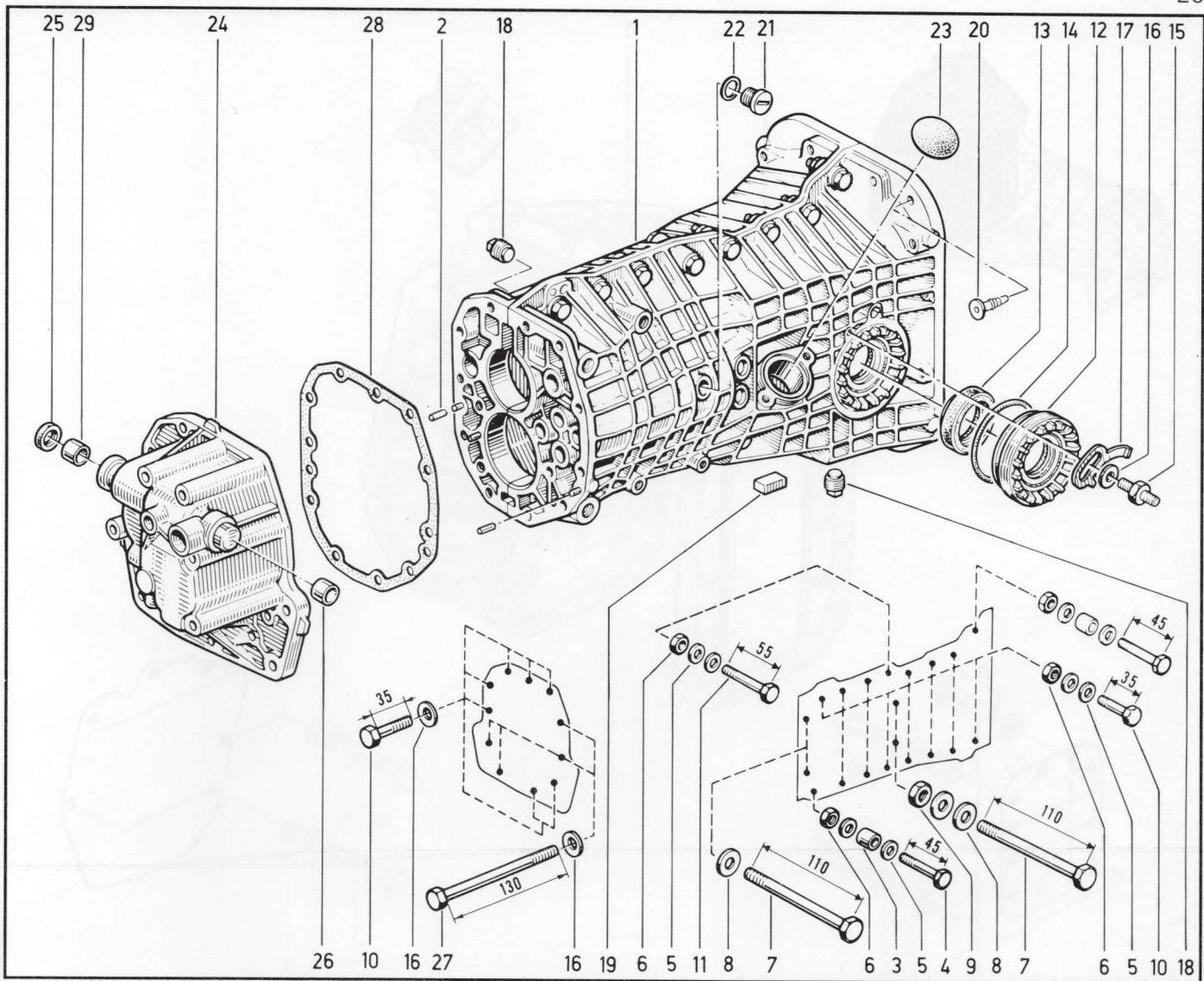
| | | |
|----|---|--|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | A | |
| 5 | C | |
| 6 | C | |
| 7 | C | |
| 8 | C | |
| 9 | C | |
| 10 | C | |
| 11 | C | |
| 12 | C | |
| 13 | C | |
| 14 | C | |
| 15 | C | |
| 16 | C | |
| 17 | C | |
| 18 | C | |



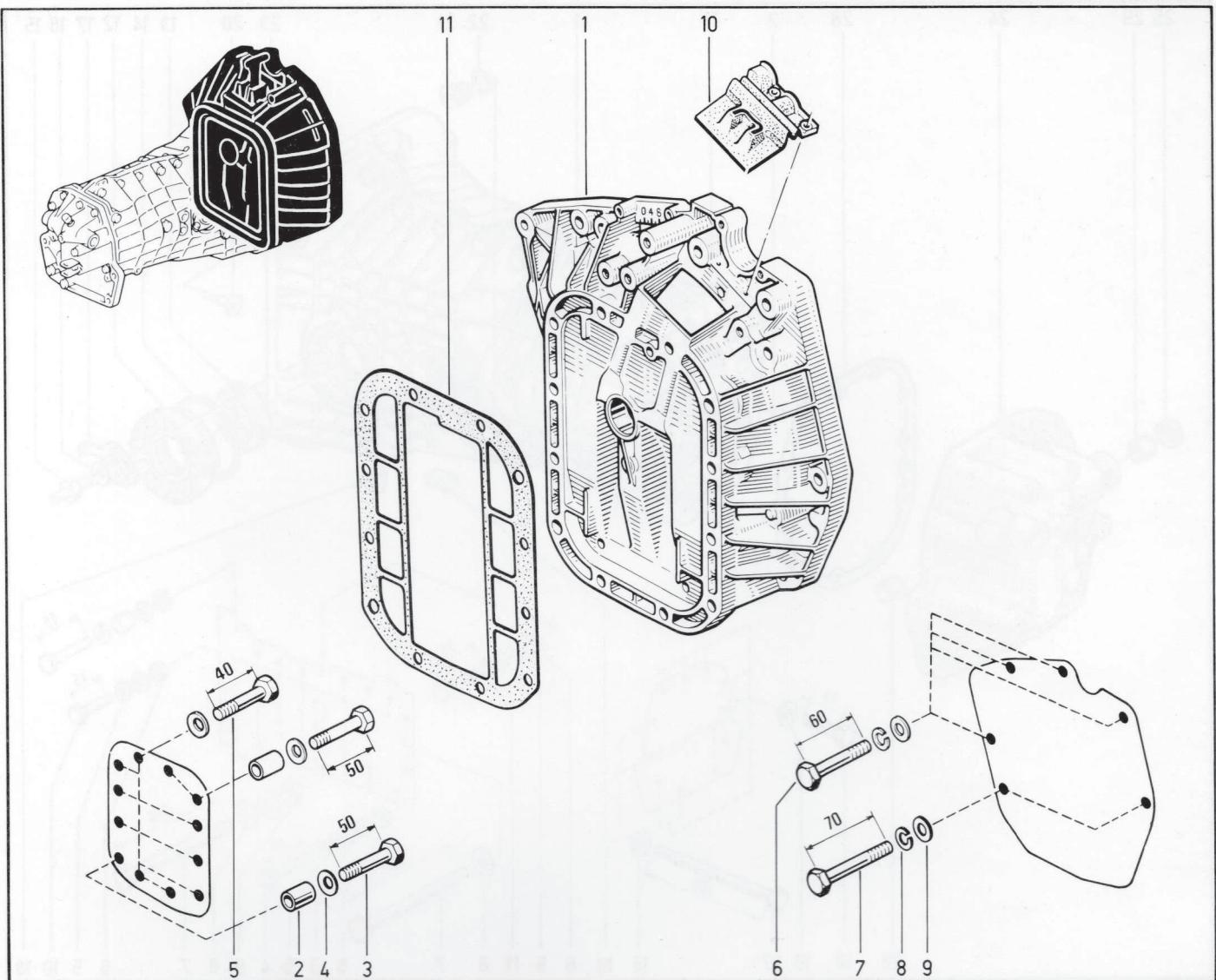
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | A | |
| 5 | A | |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | A | |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | A | C |
| 21 | A | |
| 22 | | |



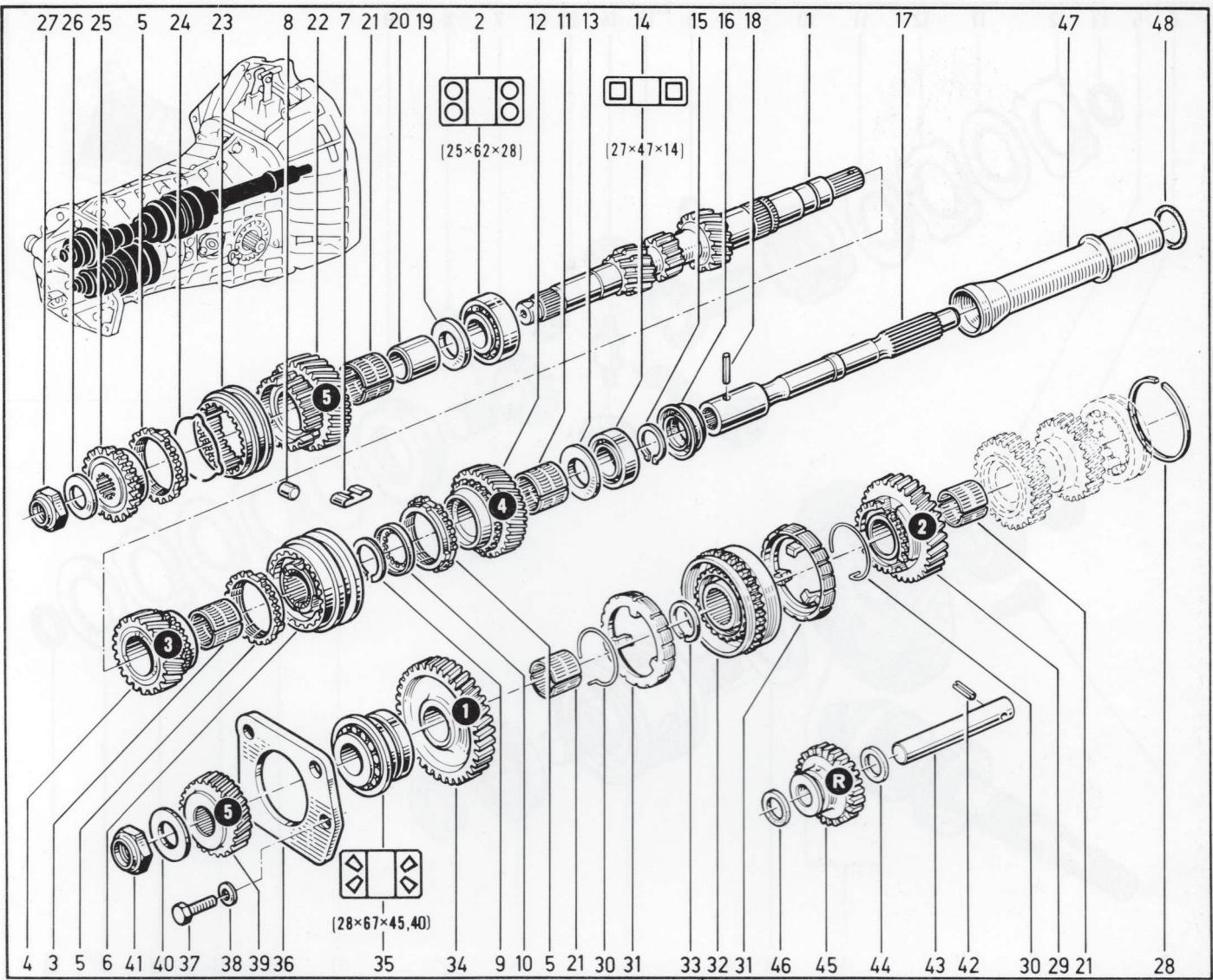
| | | | |
|---|---|---|--|
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| 2 | A | | |
| 3 | | C | |
| 4 | | C | |
| 5 | A | | |



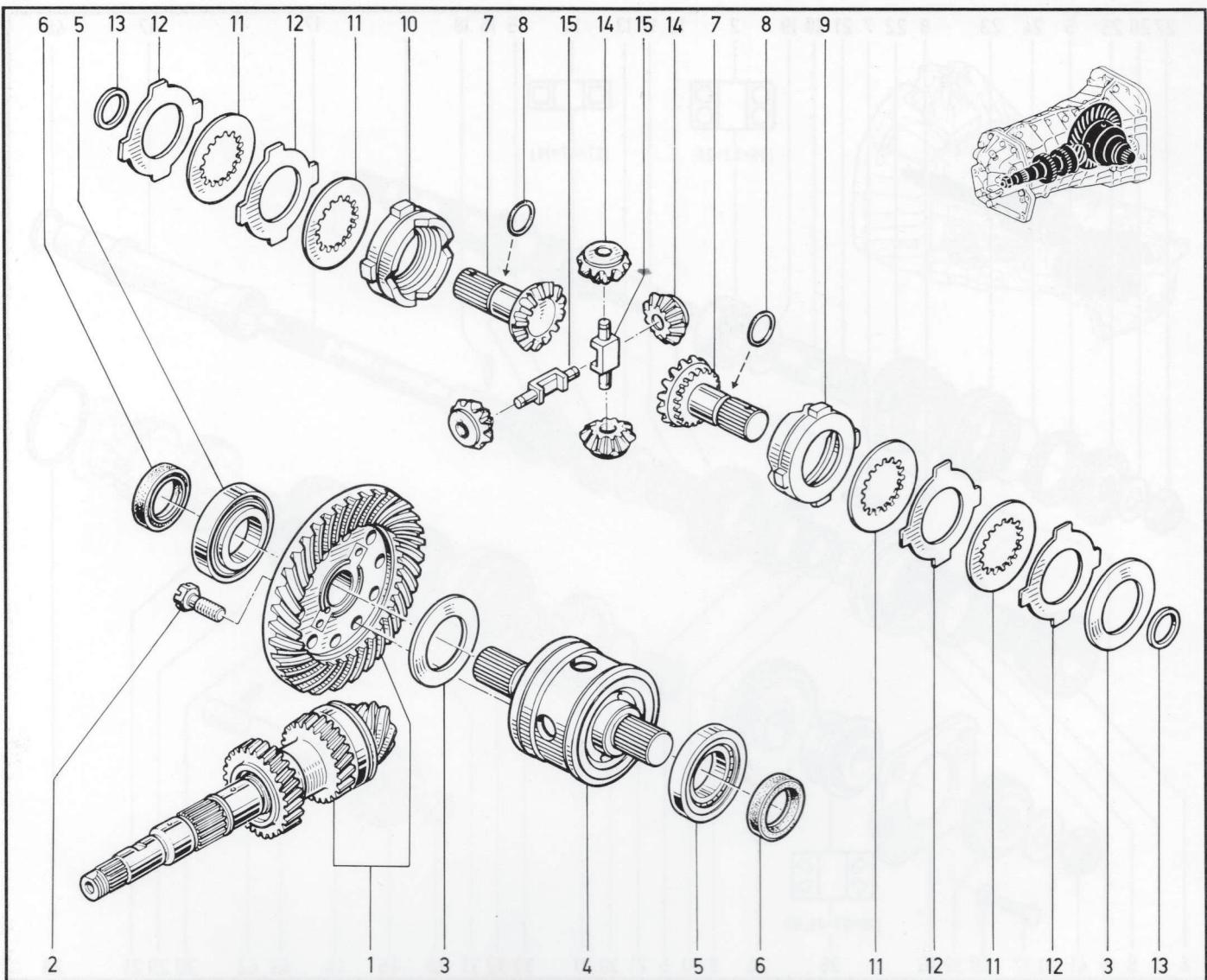
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | A | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |
| 23 | | C |
| 24 | A | C |
| 25 | | C |
| 26 | | C |
| 27 | | C |
| 28 | | C |
| 29 | | C |



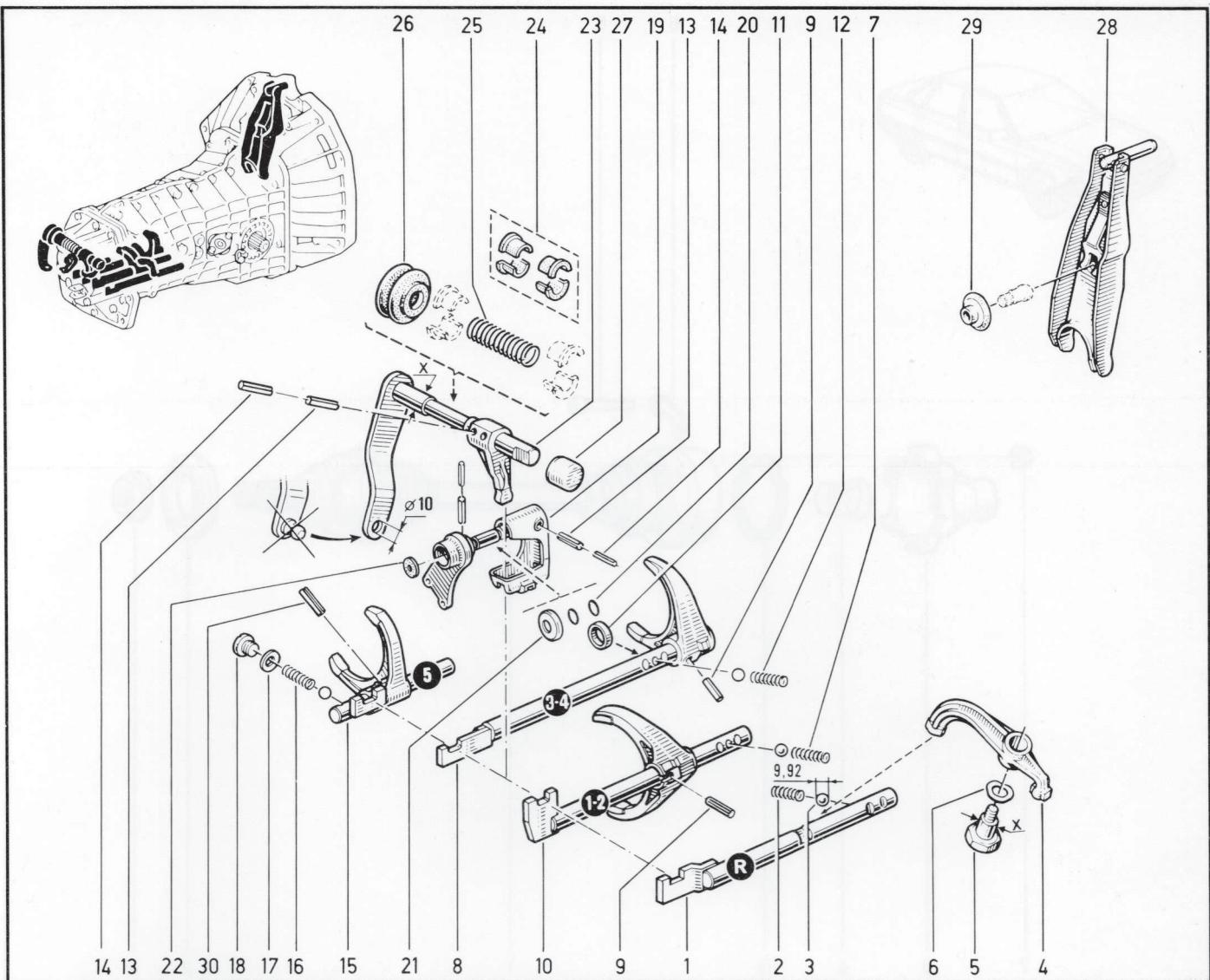
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |



| | | | | | |
|----|---|---|----|---|---|
| 1 | A | | 34 | A | |
| 2 | A | | 35 | A | |
| 3 | A | | 36 | A | C |
| 4 | A | | 37 | | C |
| 5 | A | | 38 | A | |
| 6 | A | | 39 | A | |
| 7 | | C | 40 | A | |
| 8 | A | | 41 | A | |
| 9 | A | | 42 | | C |
| 10 | A | | 43 | A | |
| 11 | A | | 44 | A | |
| 12 | A | | 45 | A | |
| 13 | A | | 46 | A | |
| 14 | A | | 47 | A | C |
| 15 | A | | 48 | | |
| 16 | A | | | | |
| 17 | A | | | | |
| 18 | | C | | | |
| 19 | A | | | | |
| 20 | A | | | | |
| 21 | A | | | | |
| 22 | A | | | | |
| 23 | A | | | | |
| 24 | A | | | | |
| 25 | A | | | | |
| 26 | A | | | | |
| 27 | A | | | | |
| 28 | A | C | | | |
| 29 | A | | | | |
| 30 | A | C | | | |
| 31 | A | | | | |
| 32 | A | | | | |
| 33 | A | | | | |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | A | |
| 5 | A | |
| 6 | A | |
| 7 | A | |
| 8 | | C |
| 9 | A | |
| 10 | A | |
| 11 | A | |
| 12 | A | |
| 13 | A | C |
| 14 | A | |
| 15 | A | |



23 B - Levier de commande

Modification obligatoire suivant schéma ci-dessus.

23 B - Gear selector mechanism

Must be modified in accordance with above diagram.

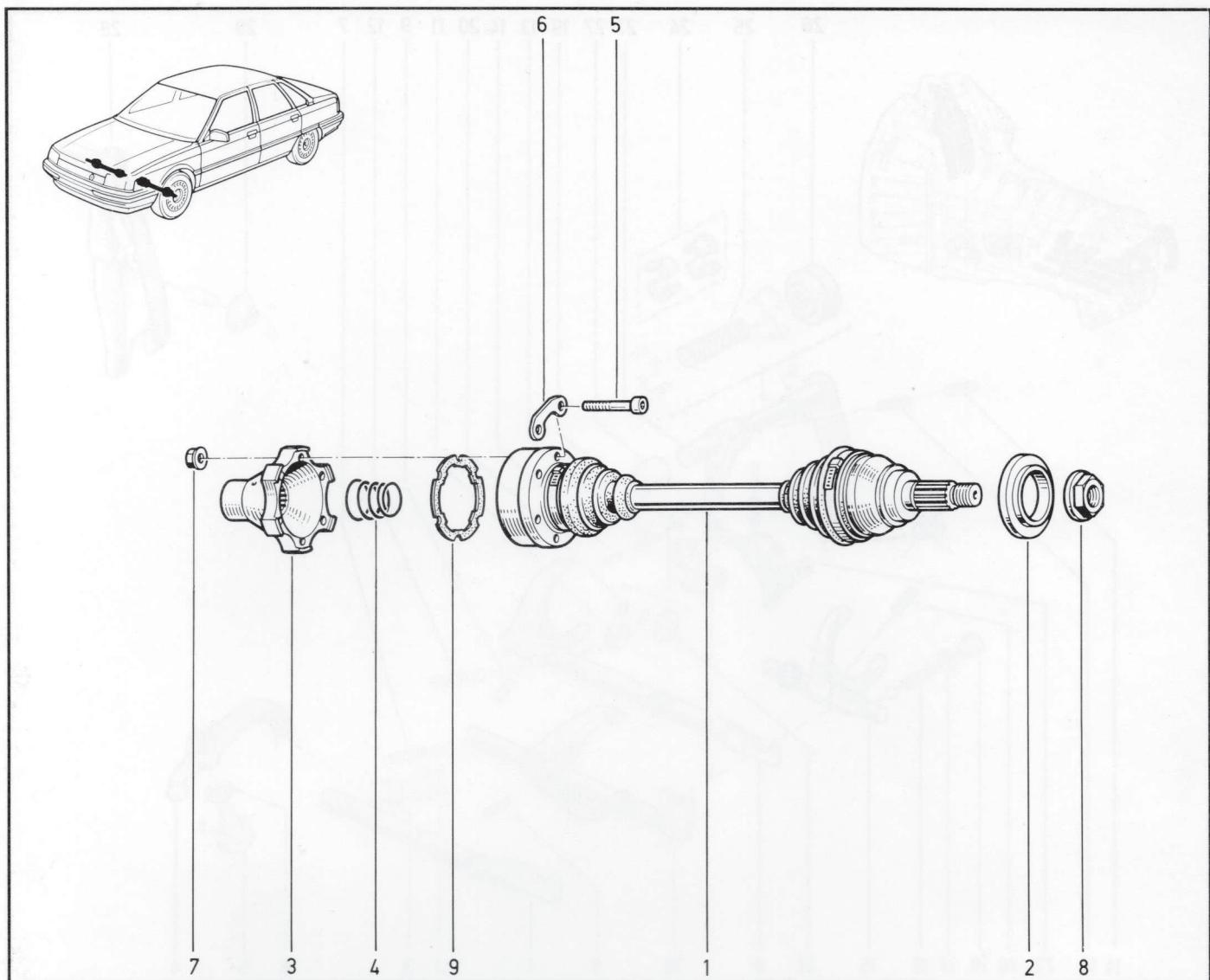
23 B - Leva di comando

Modifiche obbligatorie seguendo il suddetto schema.

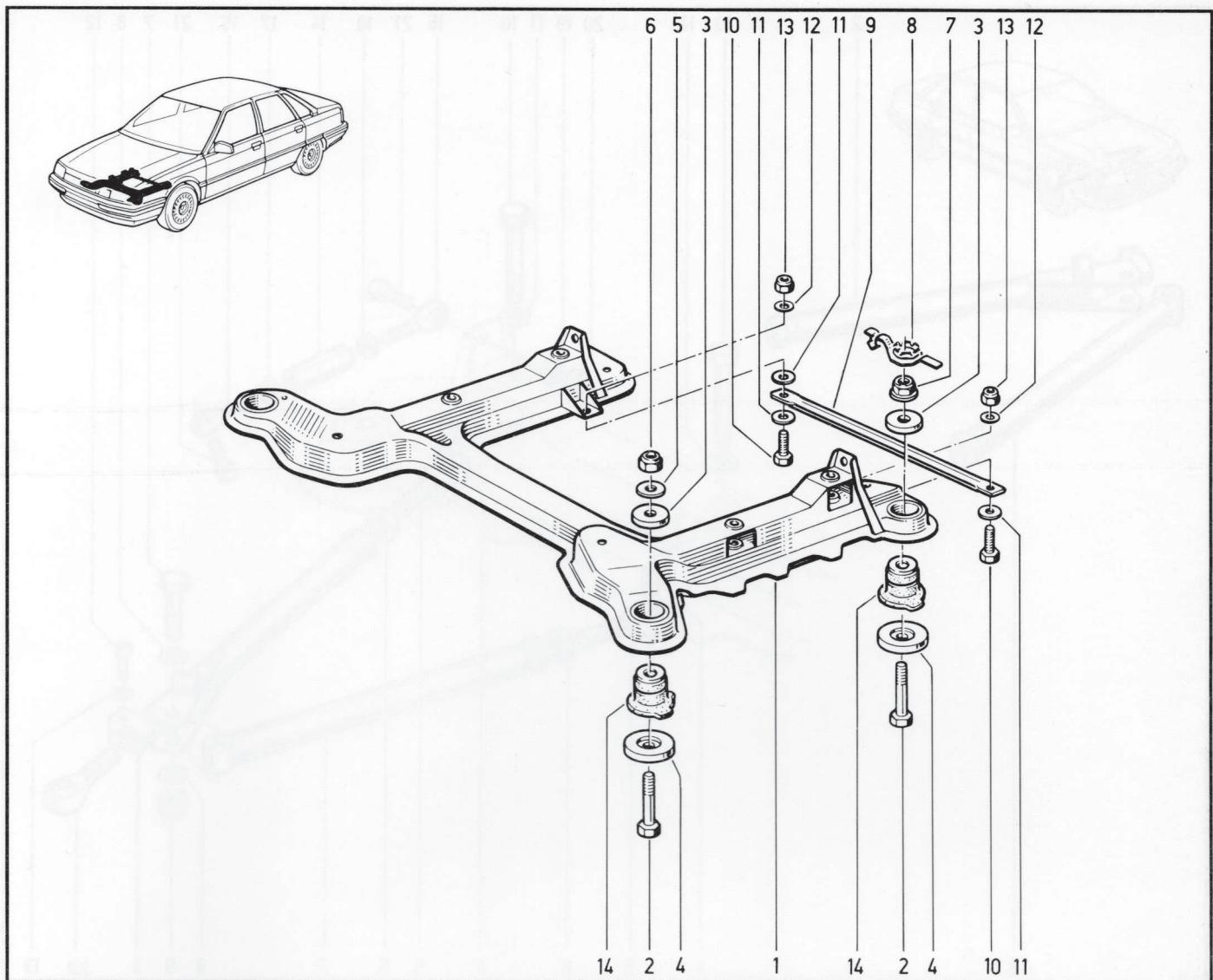
23 B - Umlenkhebel

Muß nach obigem Schema verändert werden.

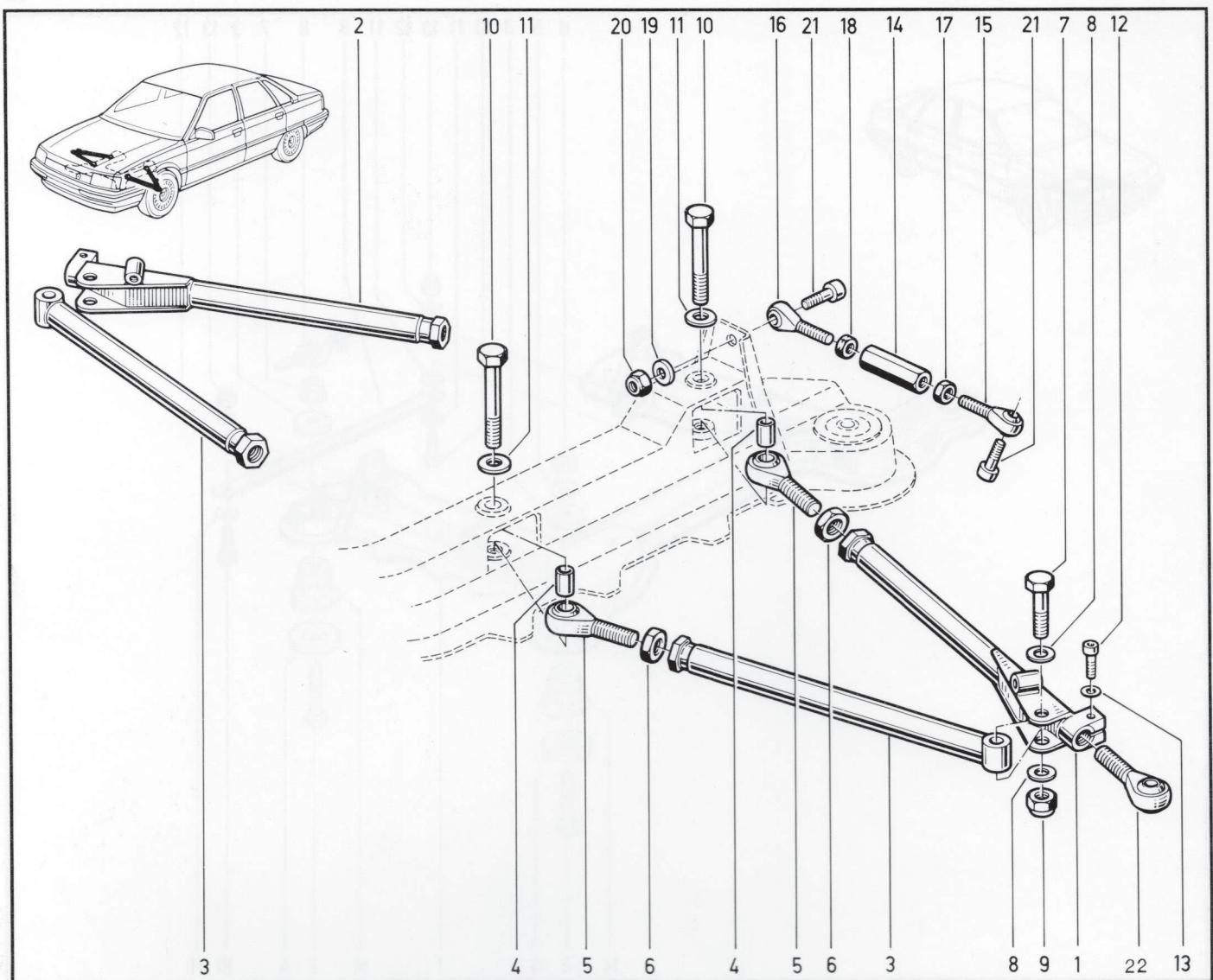
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | A | C |
| 5 | | C |
| 6 | | C |
| 7 | A | C |
| 8 | | C |
| 9 | A | C |
| 10 | A | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | A | C |
| 16 | | C |
| 17 | | C |
| 18 | A | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |
| 22 | | C |
| 23 | B | C |
| 24 | | C |
| 25 | | C |
| 26 | | C |
| 27 | | C |
| 28 | A | C |
| 29 | | C |
| 30 | | C |



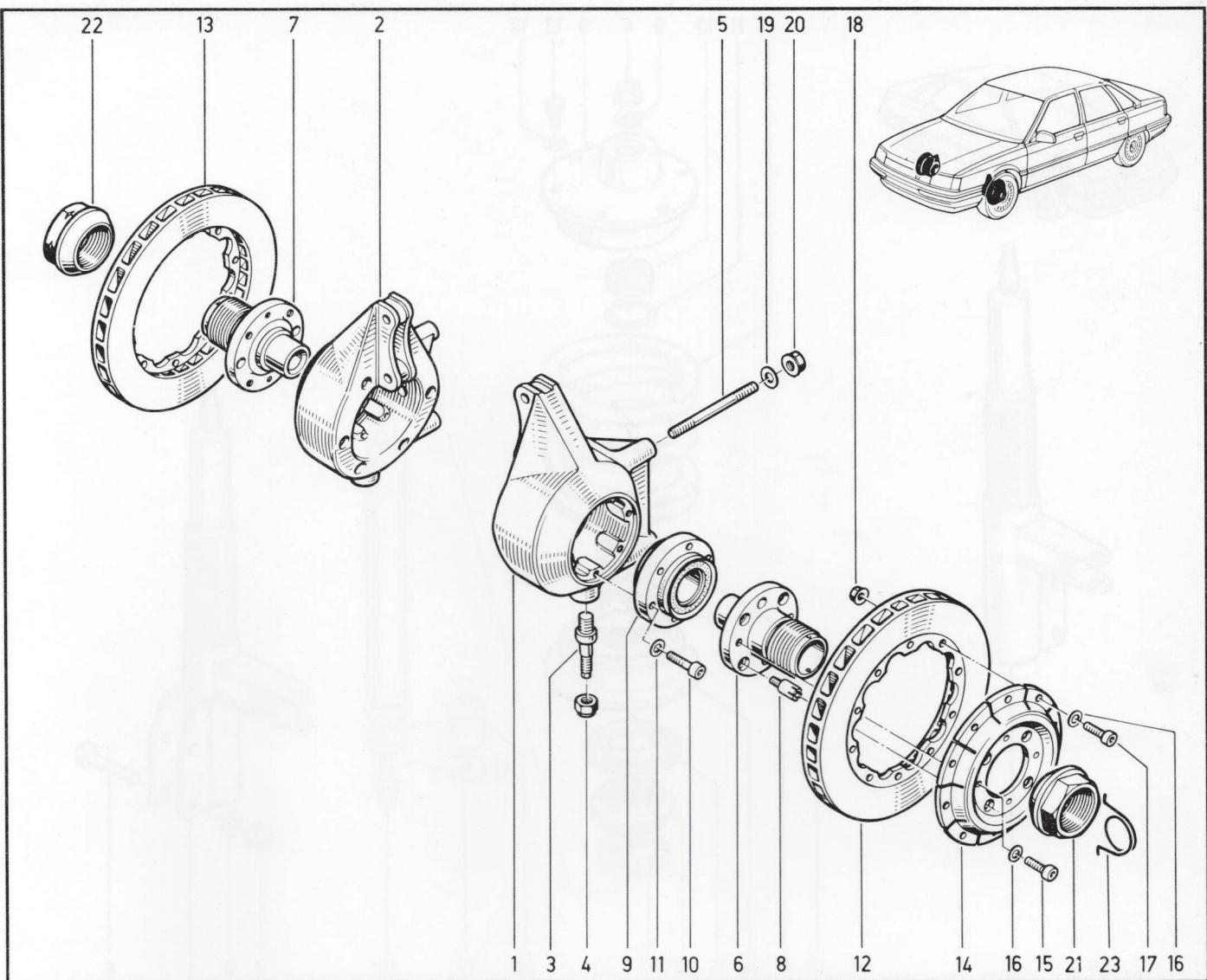
| | | | |
|---|---|---|--|
| 1 | A | | |
| 2 | A | | |
| 3 | A | | |
| 4 | | C | |
| 5 | | C | |
| 6 | | C | |
| 7 | | C | |
| 8 | | C | |
| 9 | A | C | |



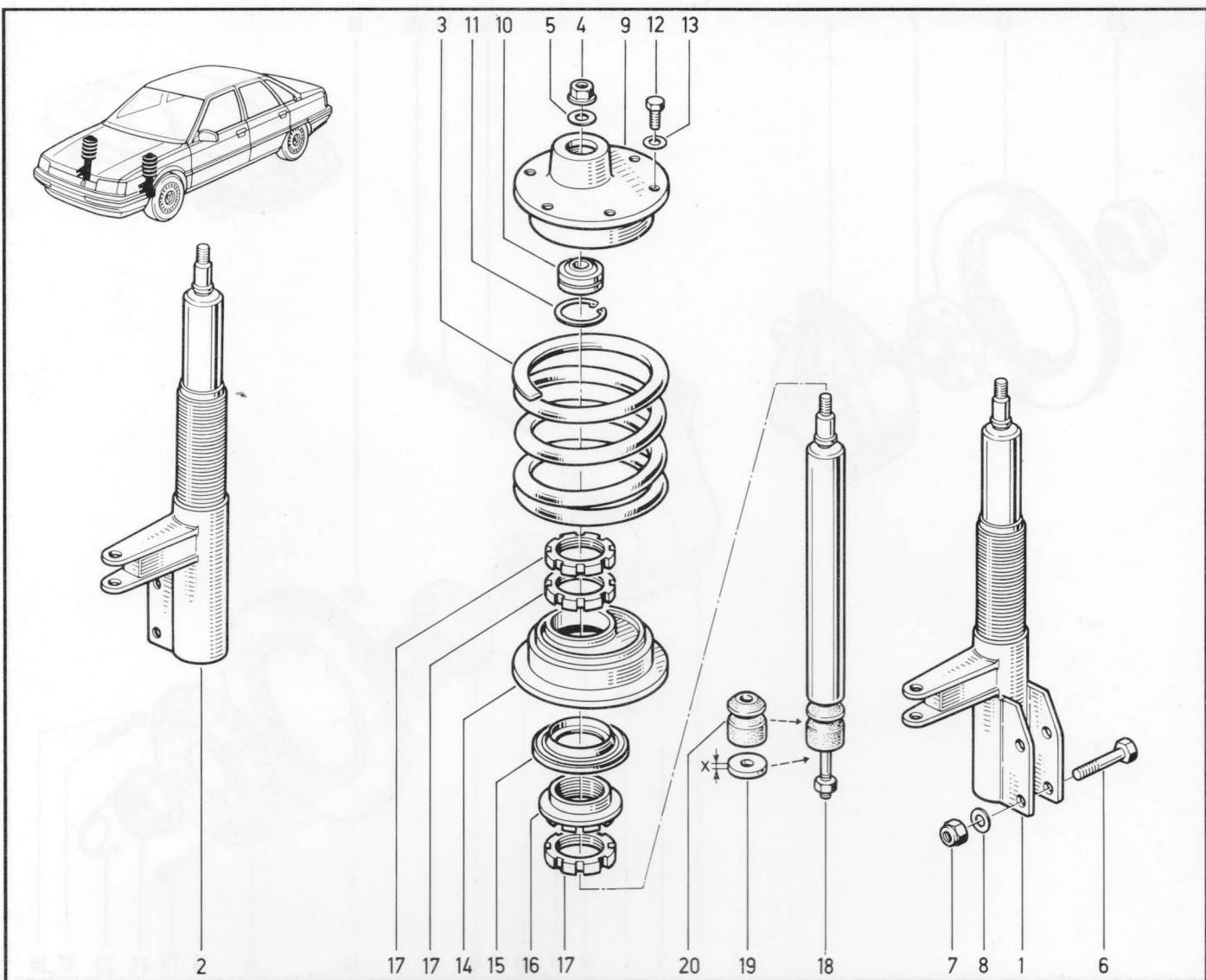
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | |
| 3 | A | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | A | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | A | C |
| 14 | A | C |



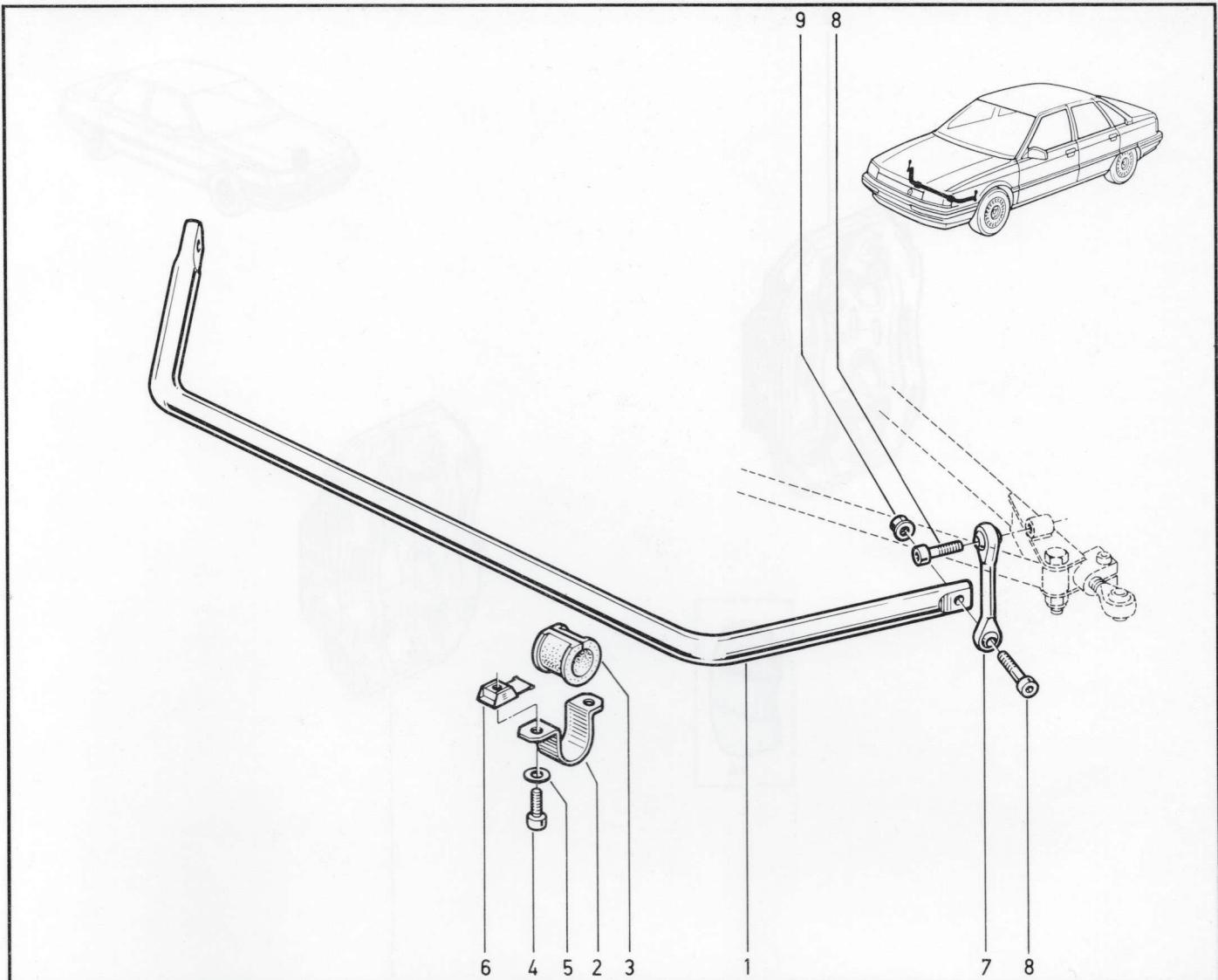
| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | A | |
| 5 | A | |
| 6 | | C |
| 7 | A | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |



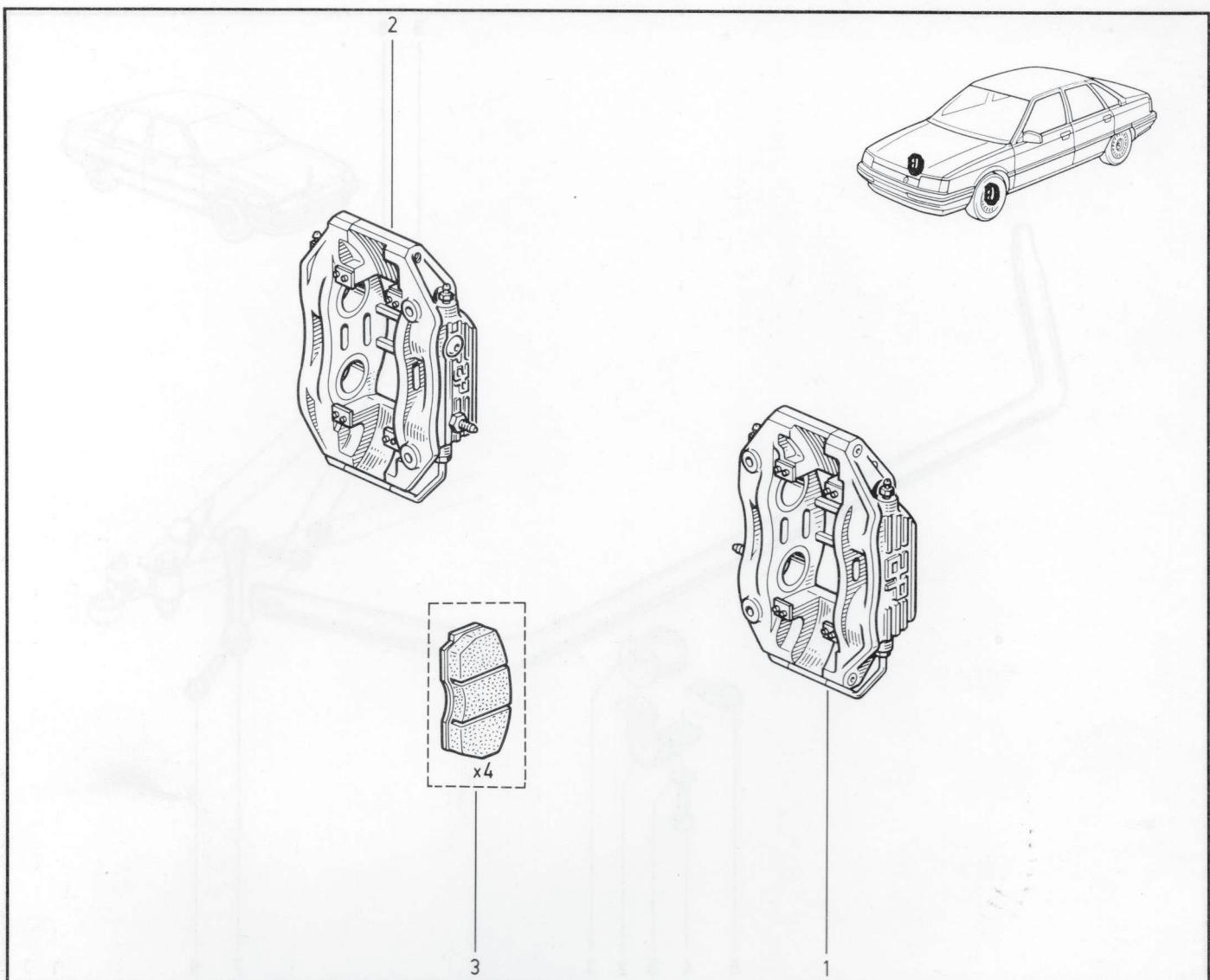
| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | | C |
| 5 | | C |
| 6 | A | |
| 7 | A | |
| 8 | A | |
| 9 | A | |
| 10 | | C |
| 11 | | C |
| 12 | A | |
| 13 | A | |
| 14 | A | |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | A | |
| 22 | A | |
| 23 | A | |



| | | | |
|----|---|--|---|
| 1 | A | | C |
| 2 | A | | |
| 3 | A | | |
| 4 | | | C |
| 5 | | | C |
| 6 | | | C |
| 7 | | | C |
| 8 | | | C |
| 9 | A | | |
| 10 | A | | |
| 11 | | | C |
| 12 | | | C |
| 13 | | | C |
| 14 | A | | |
| 15 | A | | |
| 16 | A | | |
| 17 | A | | |
| 18 | A | | |
| 19 | A | | |
| 20 | A | | C |



| | | |
|---|---|----|
| 1 | A | C |
| 2 | A | C |
| 3 | | C |
| 4 | | CC |
| 5 | | C |
| 6 | | C |
| 7 | A | C |
| 8 | | C |
| 9 | | C |



| | | | |
|---|---|--|--|
| 1 | A | | |
| 2 | A | | |
| 3 | B | | |

3 B - Plaquette de frein

Dimensions d'origine

Qualité matière de friction libre.

3 B - Brake pads

Standard dimensions.

Friction material compound free.

3 B - Placchette dei freni

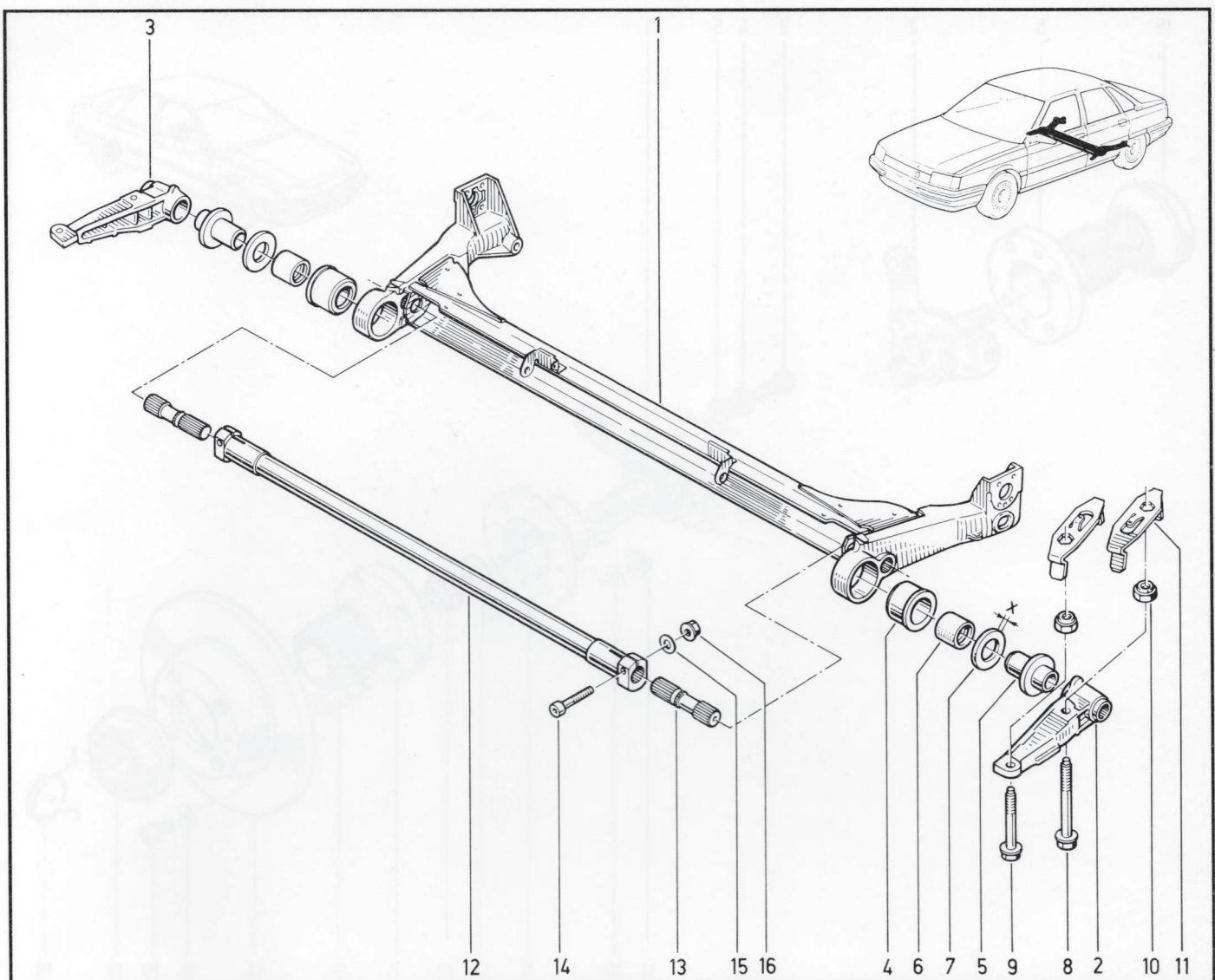
Dimensioni originali.

Qualità dei materiali di attrito libera.

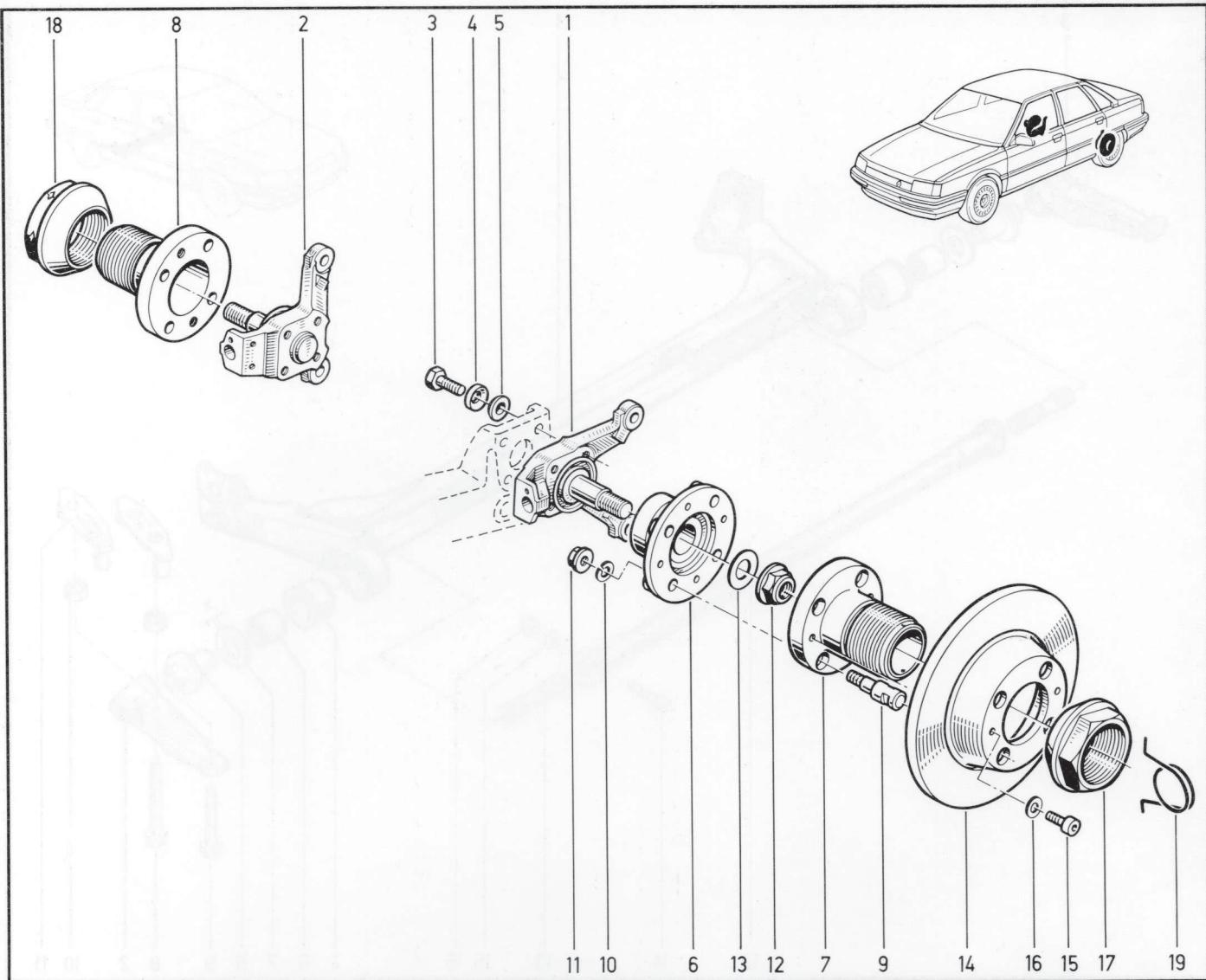
3 B - Bremsplakette

Originalabmessung,

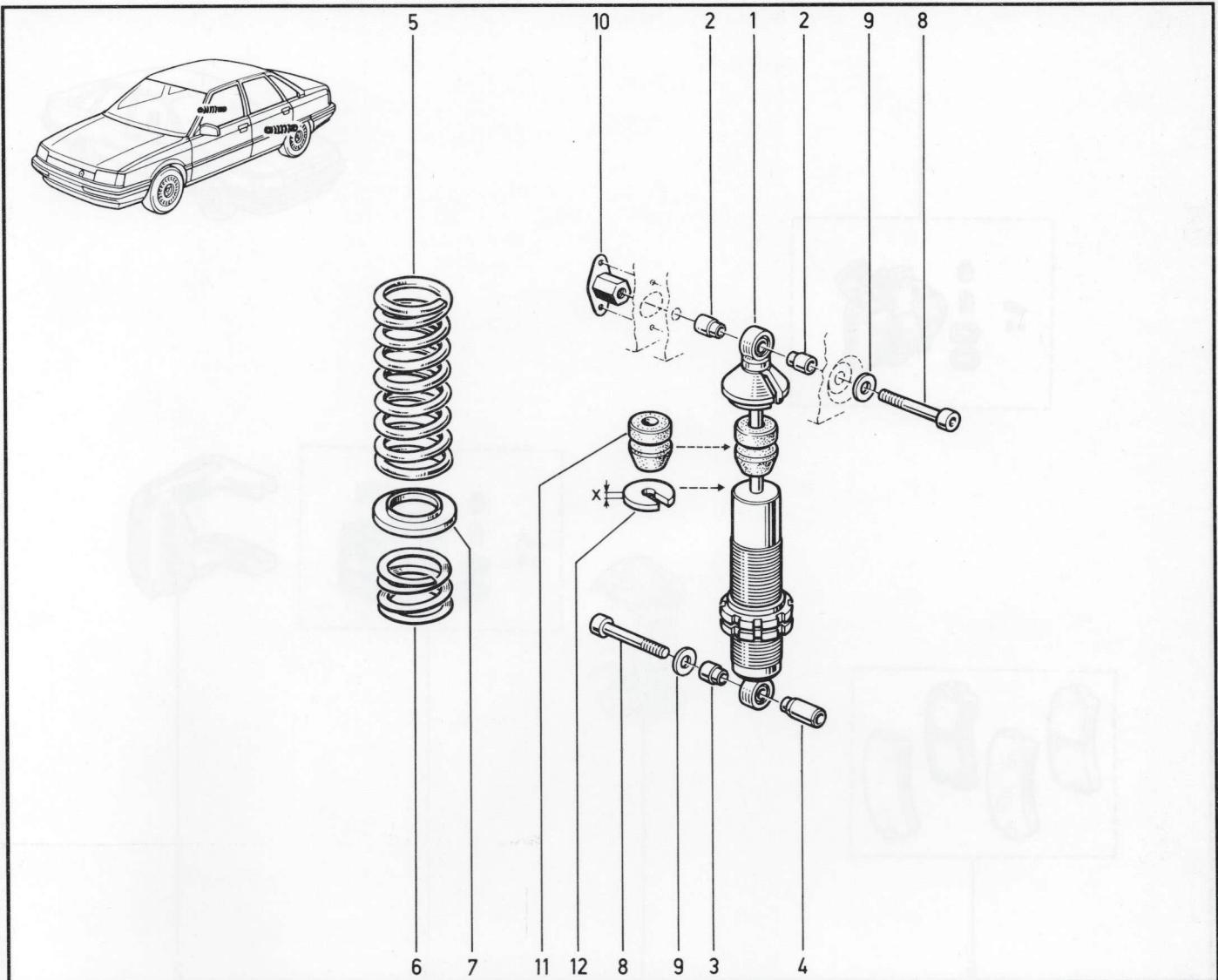
Qualität des Belages ist freigestellt.



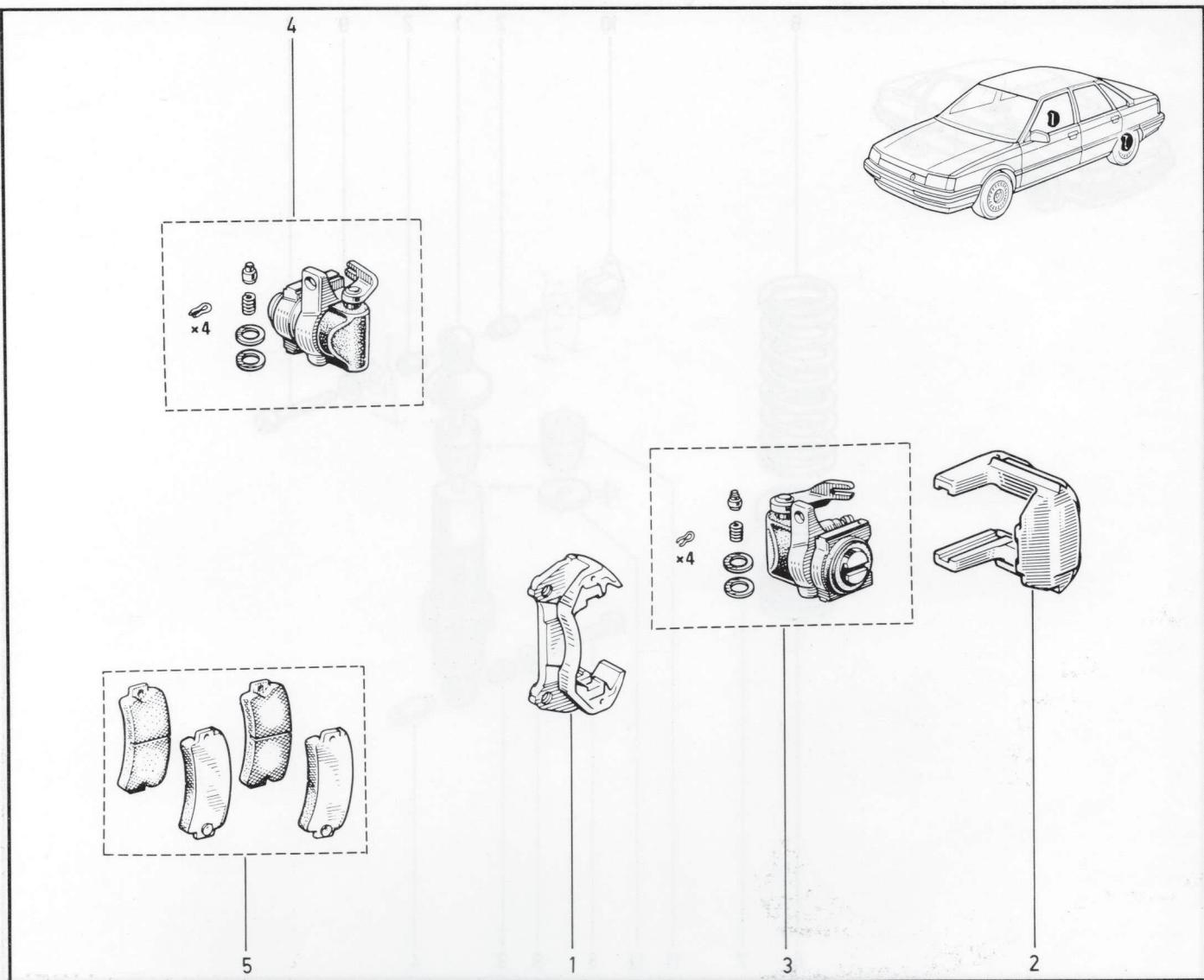
| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | A | |
| 5 | A | |
| 6 | A | |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | A | |
| 13 | A | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |



| | | | |
|----|---|--|---|
| 1 | A | | C |
| 2 | A | | C |
| 3 | | | C |
| 4 | | | C |
| 5 | | | C |
| 6 | A | | C |
| 7 | A | | C |
| 8 | A | | C |
| 9 | | | C |
| 10 | | | C |
| 11 | | | C |
| 12 | | | C |
| 13 | | | C |
| 14 | A | | C |
| 15 | | | C |
| 16 | A | | C |
| 17 | A | | C |
| 18 | A | | C |
| 19 | A | | C |



| | | | |
|----|----|---|---|
| 1 | A | | C |
| 2 | | | C |
| 3 | | | C |
| 4 | | | C |
| 5 | A | | |
| 6 | AA | | |
| 7 | A | | |
| 8 | | C | |
| 9 | | C | |
| 10 | A | | C |
| 11 | | | C |
| 12 | | | C |



| | | | |
|---|---|--|--|
| 1 | A | | |
| 2 | A | | |
| 3 | A | | |
| 4 | A | | |
| 5 | B | | |

5 B - Plaque de frein

Dimensions d'origine.
Qualité matériau de friction libre.

5 B - Brake pads

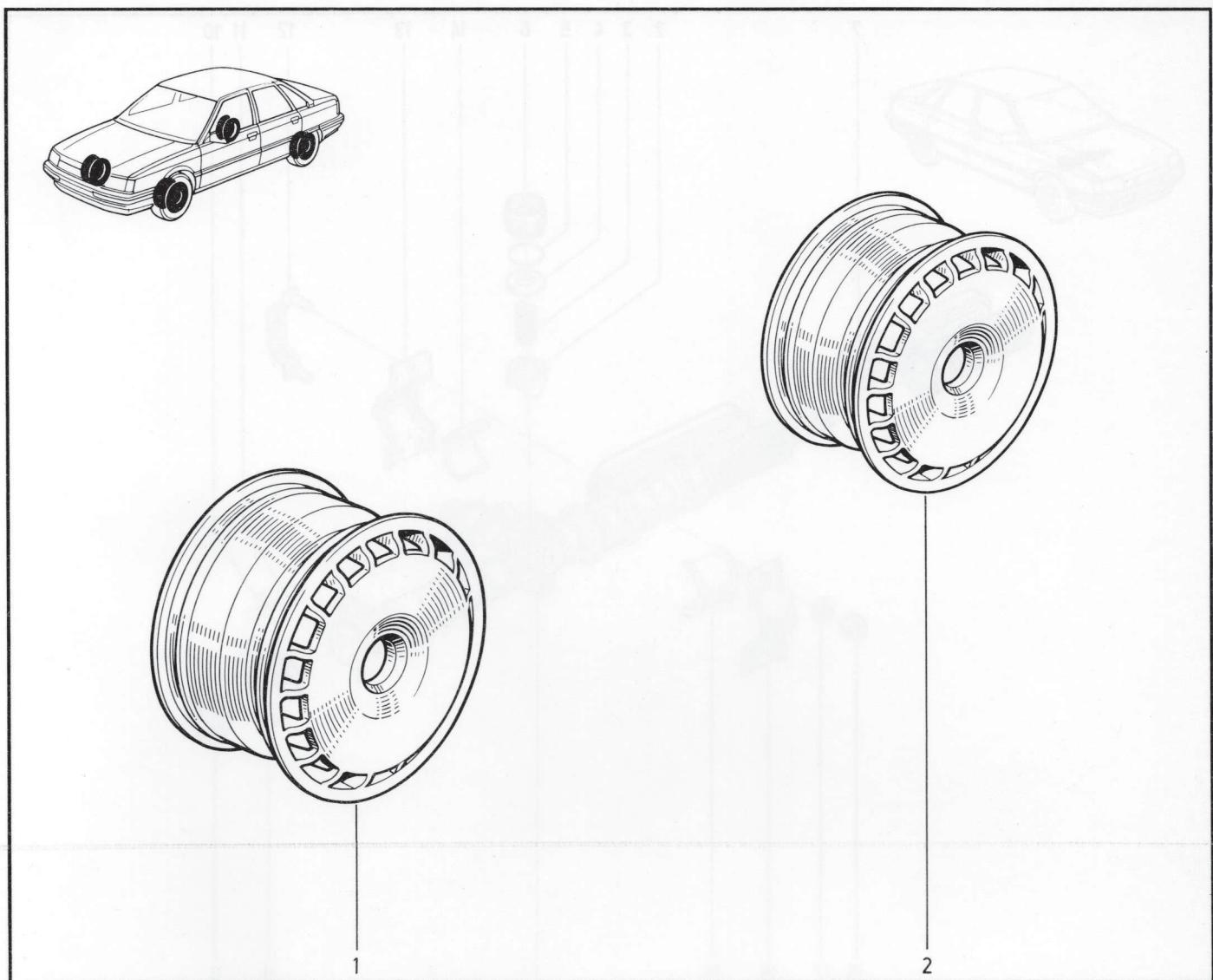
Standard dimensions.
Friction material compound free.

5 B - Placchette dei freni

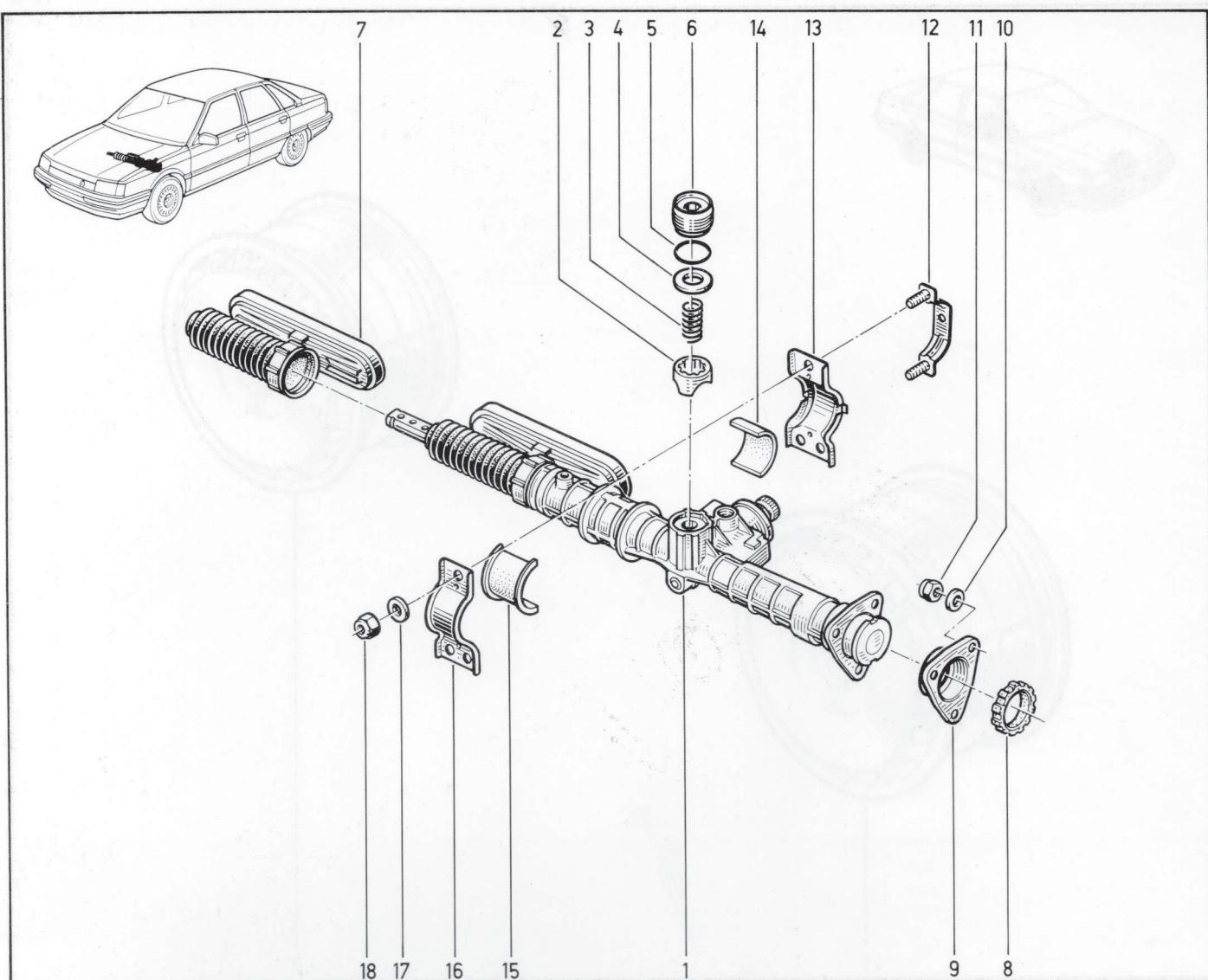
Dimensioni originali.
Qualità materiali di attrito libera.

5 B - Bremsplakette

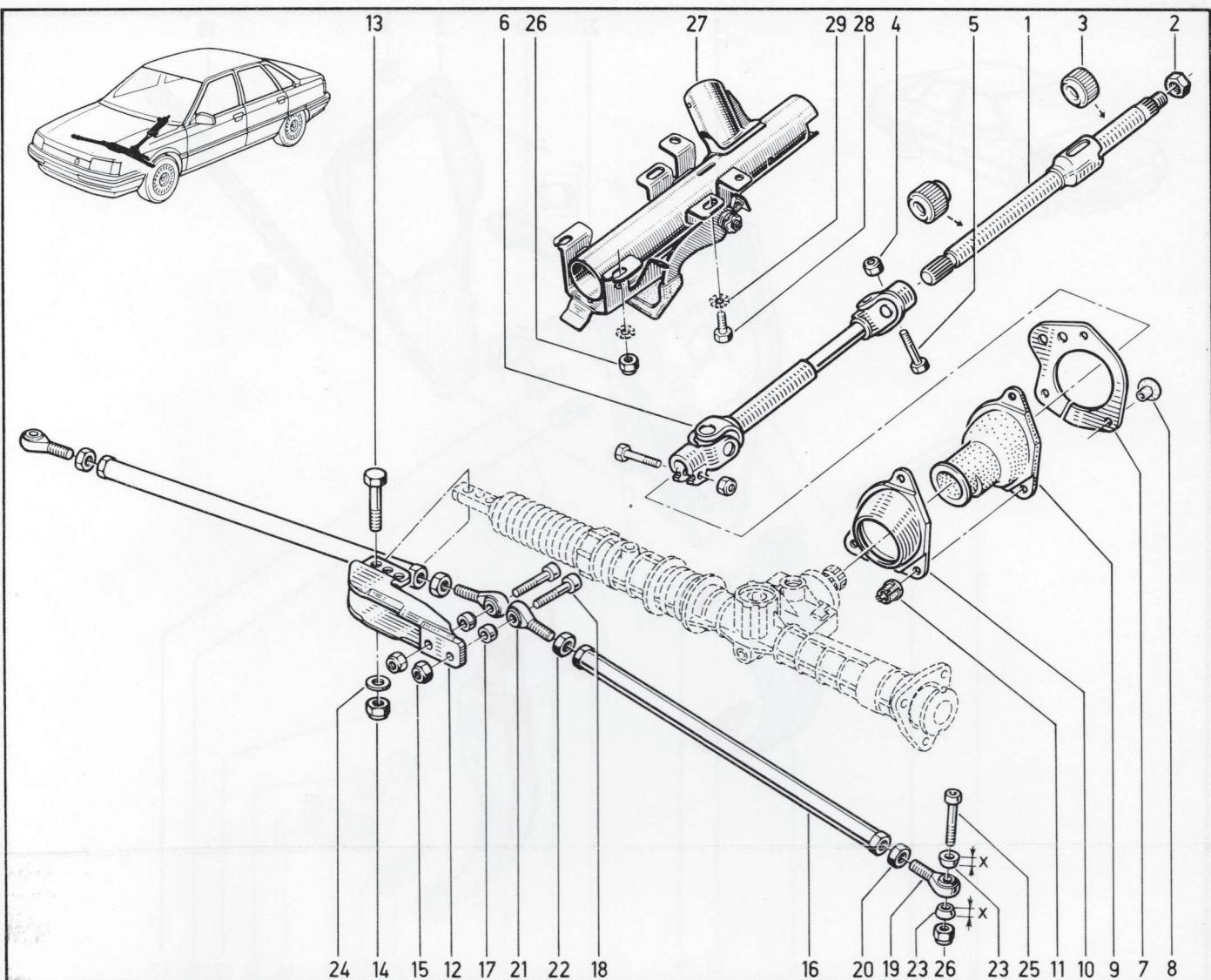
Originalabmessung,
Qualität des Belages ist freigestellt.



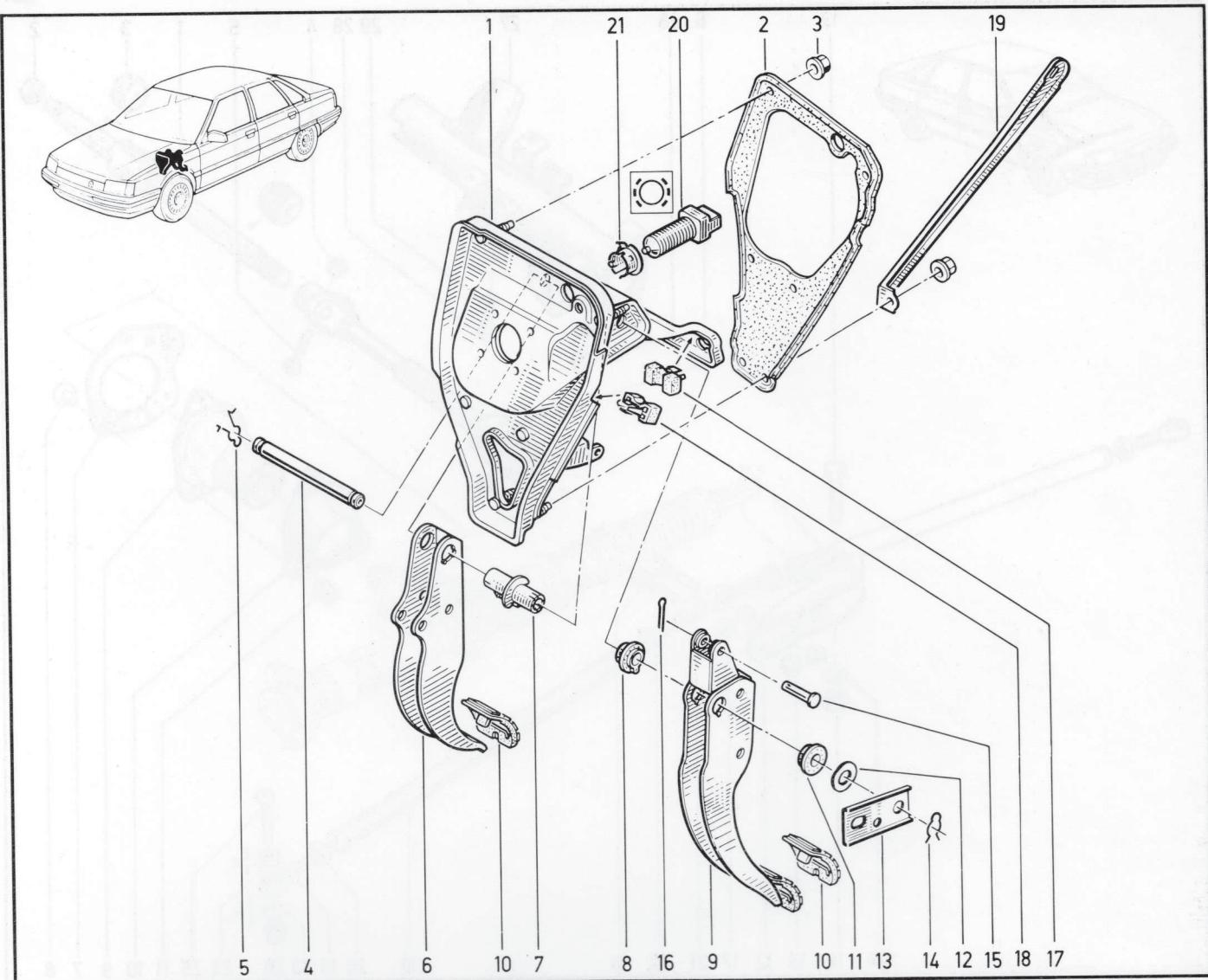
| | | |
|---|---|--|
| 1 | A | |
| 2 | A | |



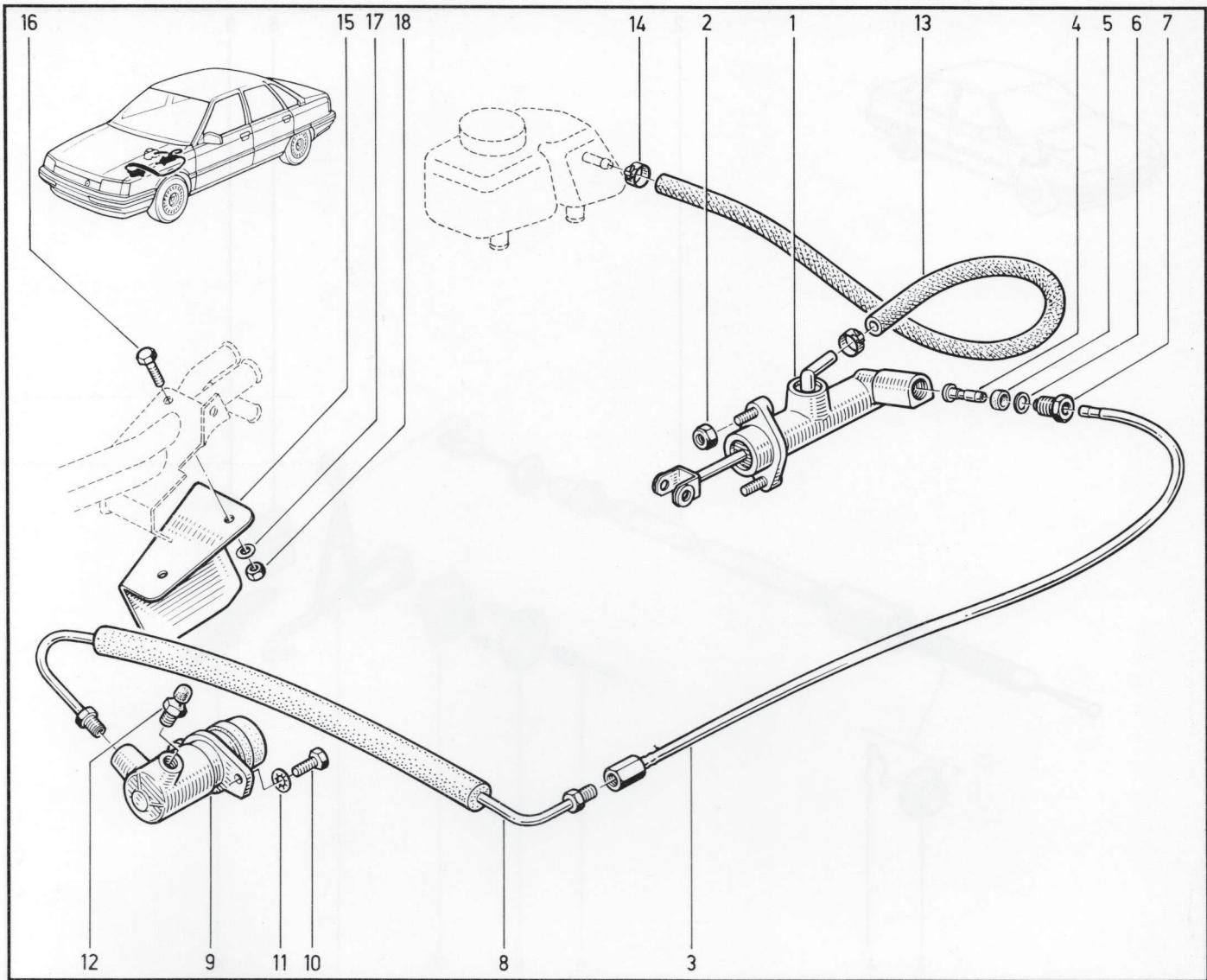
| | | |
|----|---|---|
| 1 | A | |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | A | |
| 9 | A | |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | A | |
| 14 | A | |
| 15 | A | |
| 16 | A | |
| 17 | | C |
| 18 | | C |



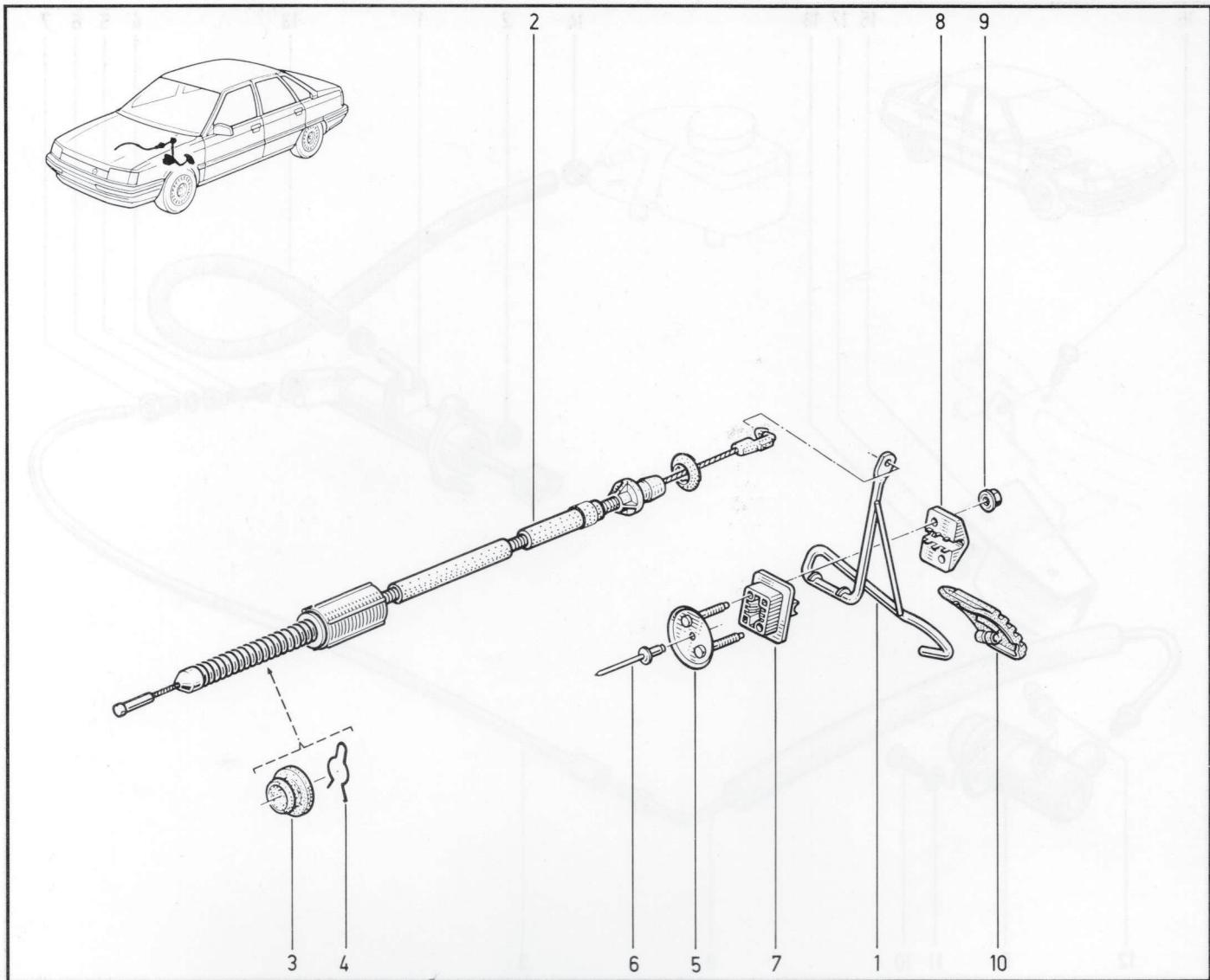
| | | |
|----|---|---|
| 1 | A | C |
| 2 | A | C |
| 3 | A | C |
| 4 | A | C |
| 5 | A | C |
| 6 | A | C |
| 7 | A | C |
| 8 | A | C |
| 9 | A | C |
| 10 | A | C |
| 11 | A | C |
| 12 | A | C |
| 13 | A | C |
| 14 | A | C |
| 15 | A | C |
| 16 | A | C |
| 17 | A | C |
| 18 | A | C |
| 19 | A | C |
| 20 | A | C |
| 21 | A | C |
| 22 | | C |
| 23 | | C |
| 24 | | C |
| 25 | | C |
| 26 | A | C |
| 27 | A | C |
| 28 | | C |
| 29 | | C |



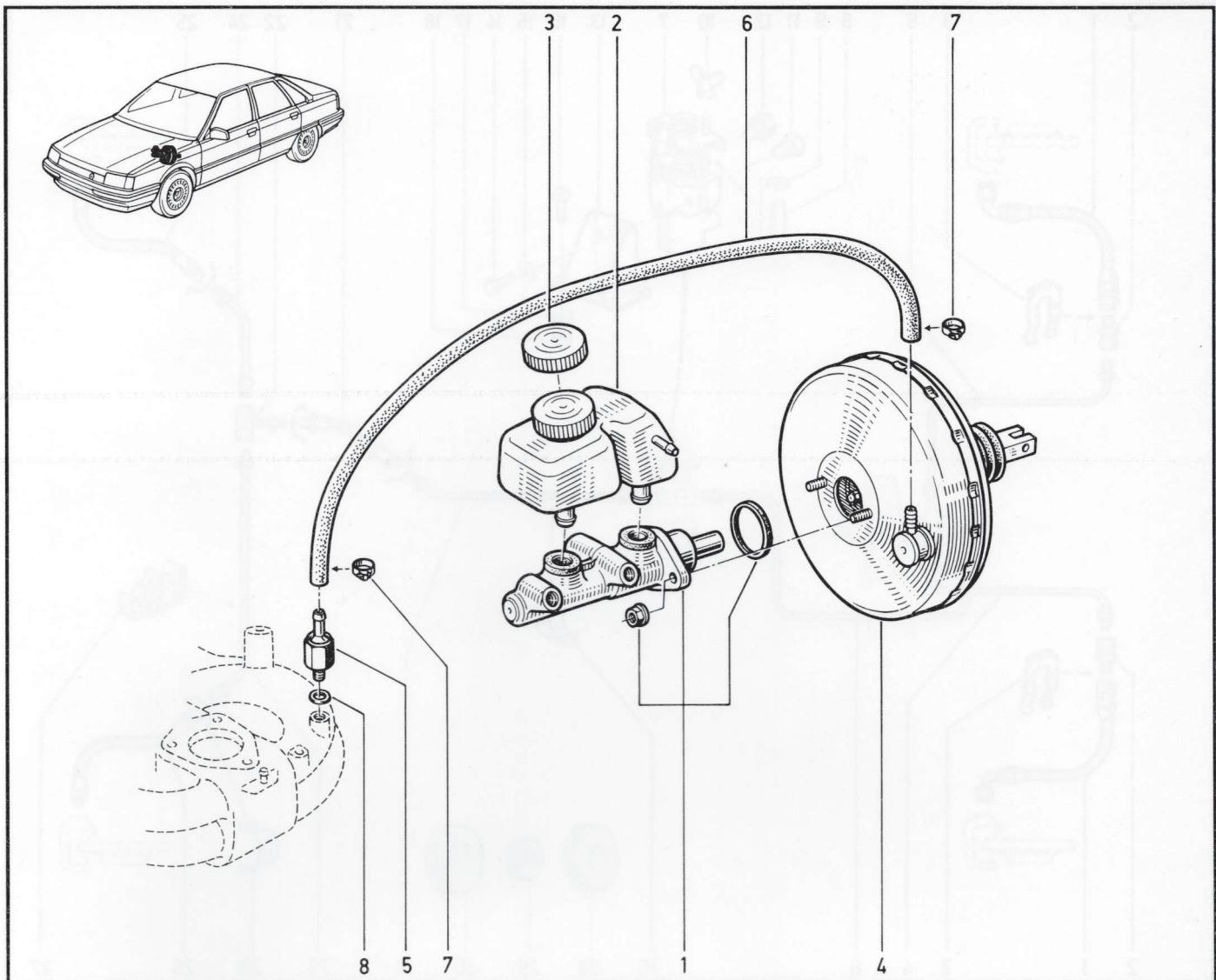
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | A | C |
| 5 | | C |
| 6 | A | C |
| 7 | A | C |
| 8 | A | C |
| 9 | A | C |
| 10 | A | C |
| 11 | A | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | A | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |



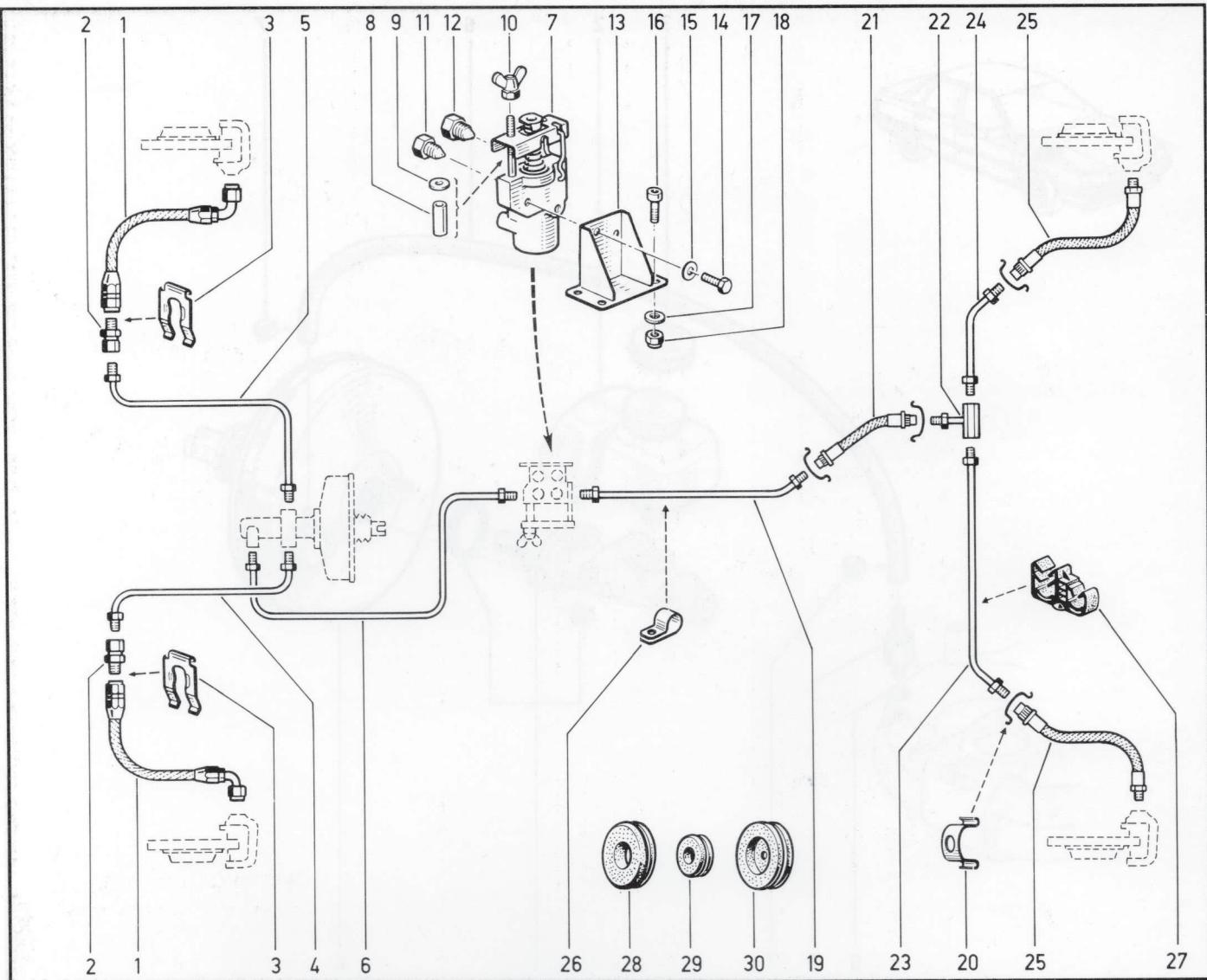
| | | |
|----|---|---|
| 1 | A | |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | A | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |



| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |



| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | A | C |
| 4 | A | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |



1 - 4 - 5 - 6 - 19 - 21 - 23 - 24 - 25 B - Canalisations de freins

Elles peuvent être remplacées par d'autres en conformité avec l'article 253.3 et 253.4 de l'annexe « J » du code sportif international.

1 - 4 - 5 - 6 - 19 - 21 - 23 - 24 - 25 B - Brake pipes

May be replaced with others conforming with article 253.3 and 253.4 of annexe « J » of the international sporting code.

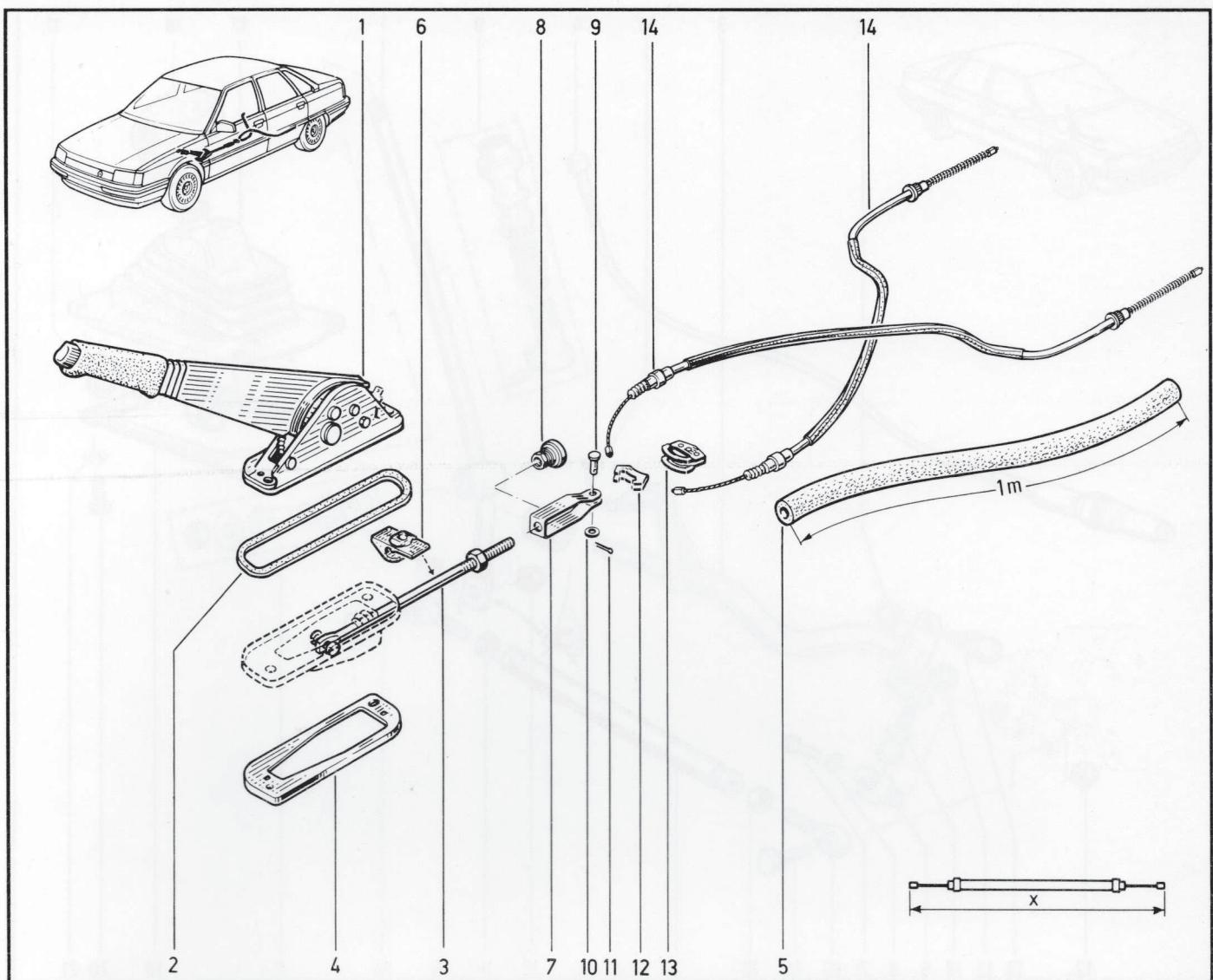
1 - 4 - 5 - 6 - 19 - 21 - 23 - 24 - 25 B - Canalizzazioni dei freni

Possono essere sostituite con delle altre conformi all'articolo 253.3 e 253.4 dell'alle-gato « J » del codice sportivo internazionale.

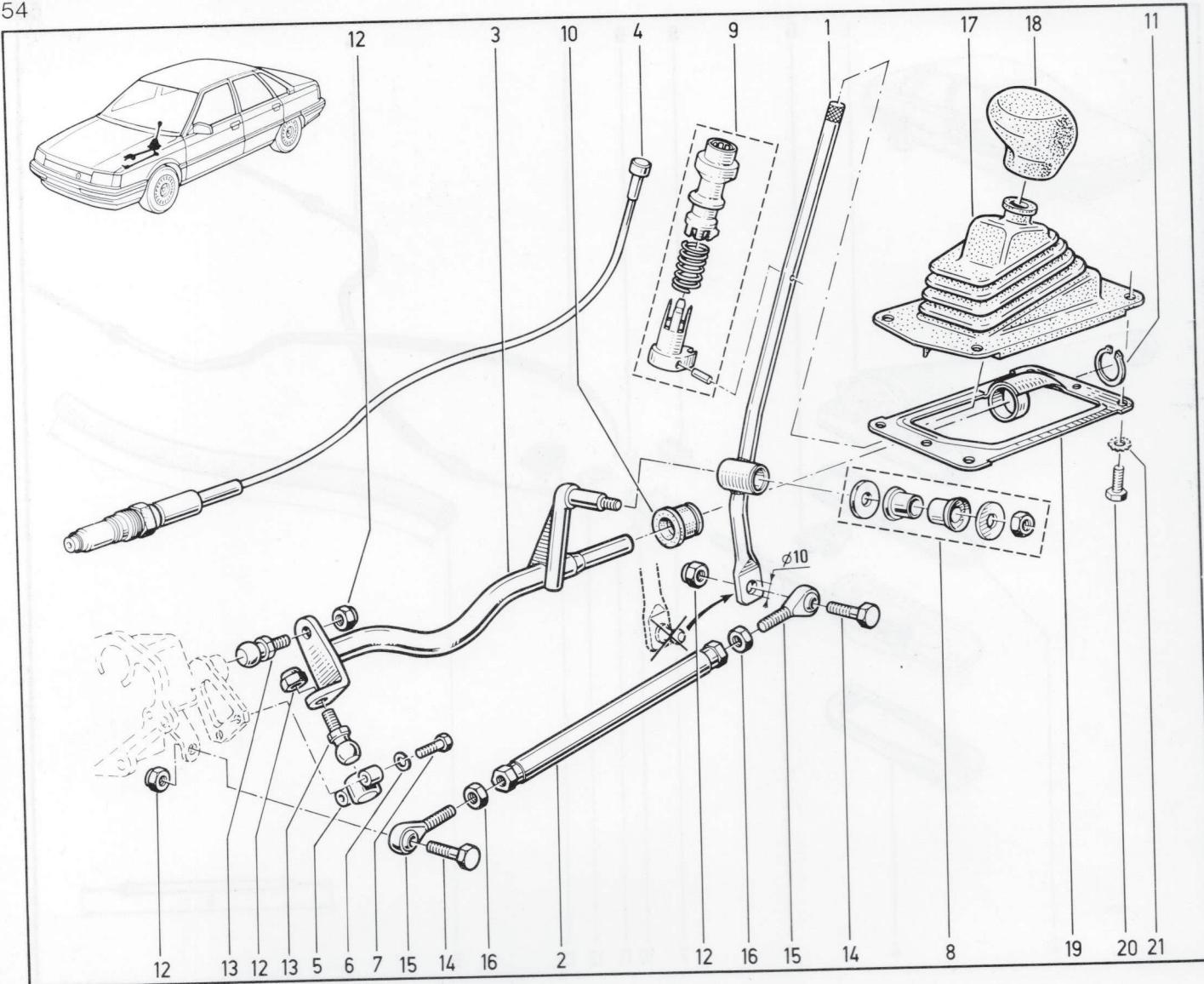
1 - 4 - 5 - 6 - 19 - 21 - 23 - 24 - 25 B - Bremsleitungen

Sie können durch andere, die den Artikel 253.3 und 253.4 des Anhangs « J » des Internationalen Sportgesetzes entsprechen, ersetzt werden.

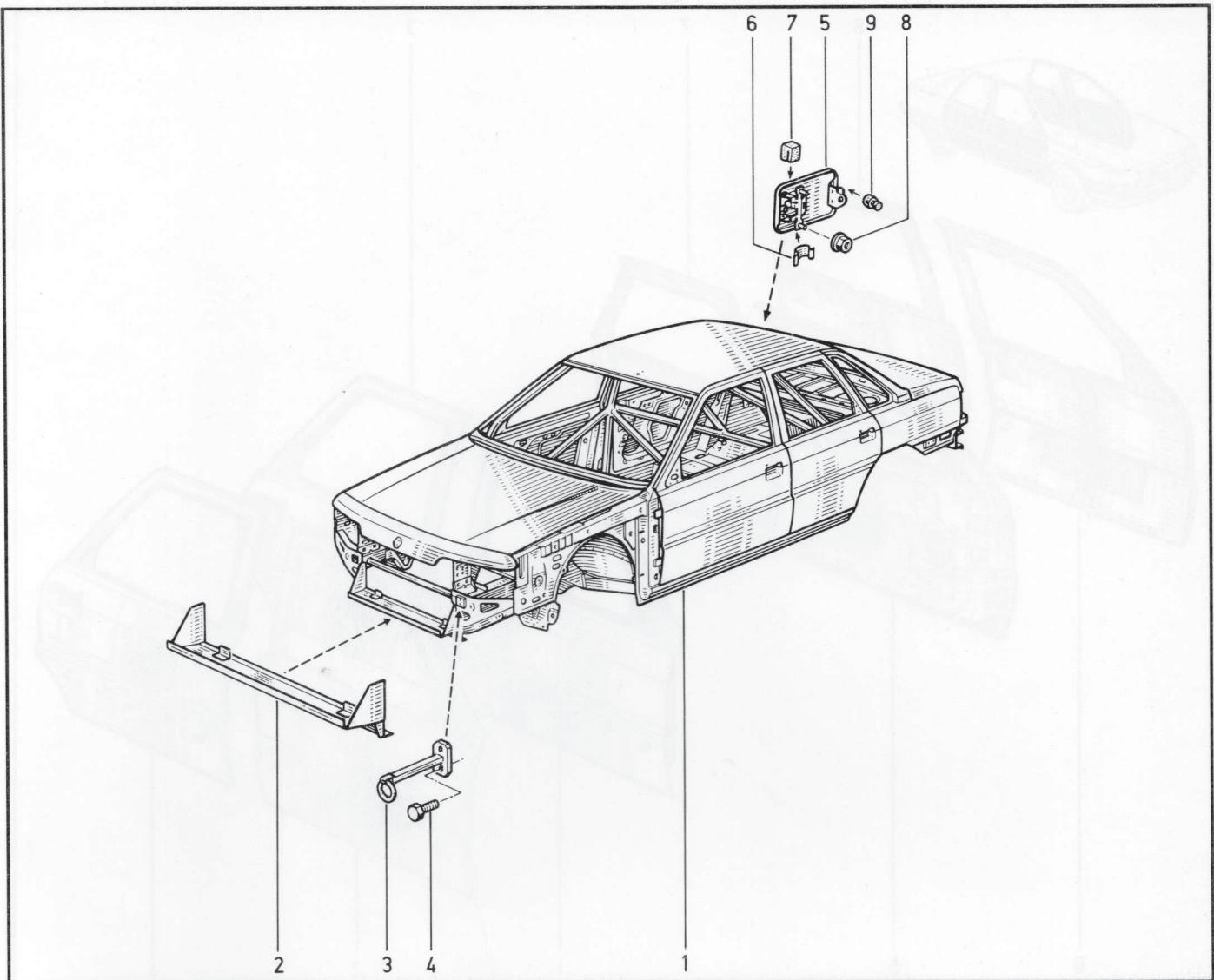
| | | |
|----|---|---|
| 1 | A | B |
| 2 | A | C |
| 3 | B | C |
| 4 | B | C |
| 5 | B | C |
| 6 | B | C |
| 7 | A | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | B | C |
| 20 | B | C |
| 21 | B | C |
| 22 | B | C |
| 23 | B | C |
| 24 | B | C |
| 25 | B | C |
| 26 | | C |
| 27 | | C |
| 28 | | C |
| 29 | | C |
| 30 | | C |



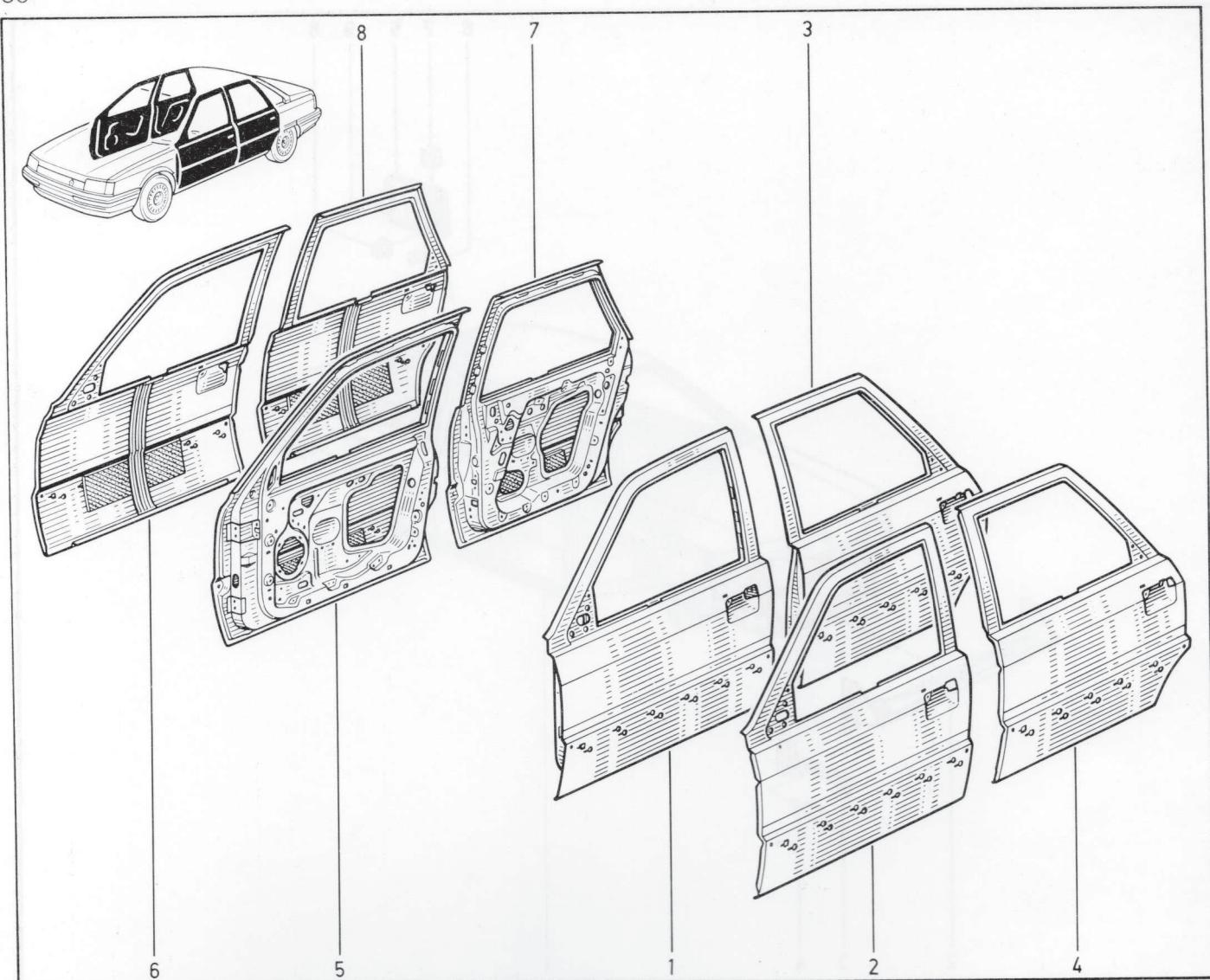
| | | |
|----|--|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |



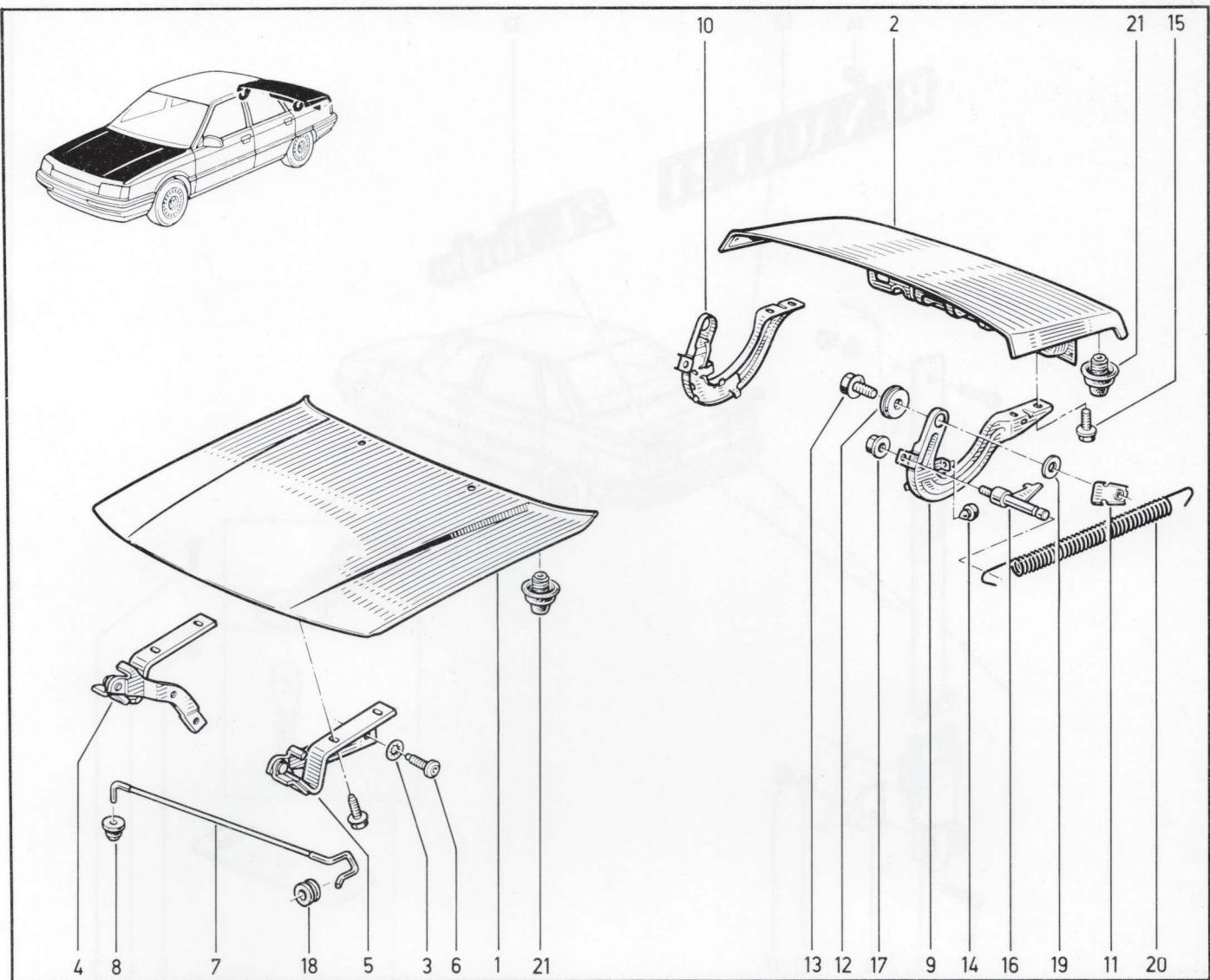
| | | |
|----|----|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | 12 | C |
| 13 | 13 | C |
| 14 | | C |
| 15 | 5 | C |
| 16 | 6 | C |
| 17 | 7 | C |
| 18 | 14 | C |
| 19 | 15 | C |
| 20 | 16 | C |
| 21 | 2 | C |
| 22 | | C |
| 23 | | C |
| 24 | | C |
| 25 | | C |



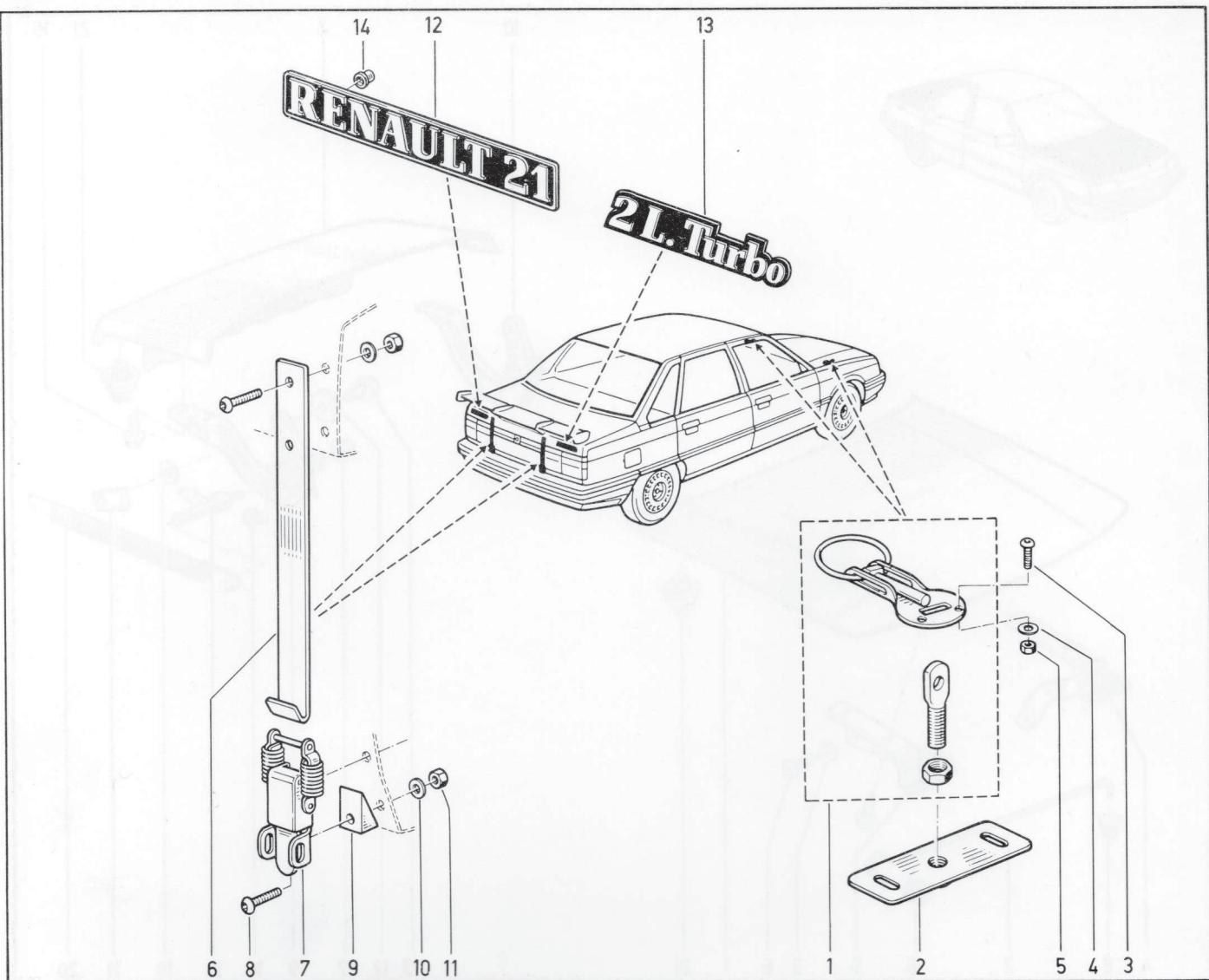
| | | |
|---|---|----|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | | C |
| 5 | A | |
| 6 | | C |
| 7 | | CC |
| 8 | | CC |
| 9 | | C |



| | | |
|---|---|--|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | A | |
| 5 | A | |
| 6 | A | |
| 7 | A | |
| 8 | A | |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | A | |
| 3 | A | |
| 4 | A | |
| 5 | A | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | A | |
| 10 | A | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |



1.2 B - Attaches de sécurité

6.7 - 2 fixations de sécurité obligatoires

Voir article 21.1 du règlement technique EUROPA CUP.

12-13 B - Présence : obligatoire

- Emplacement : d'origine constructeur.
- Fixation : libre.

6.7 - 2 compulsory safety attachments

See article 21.1 of the EUROPA CUP technical regulations.

12 - 13 B - Must be displayed

- Position: manufacturer's original.
- Method of attachment: free.

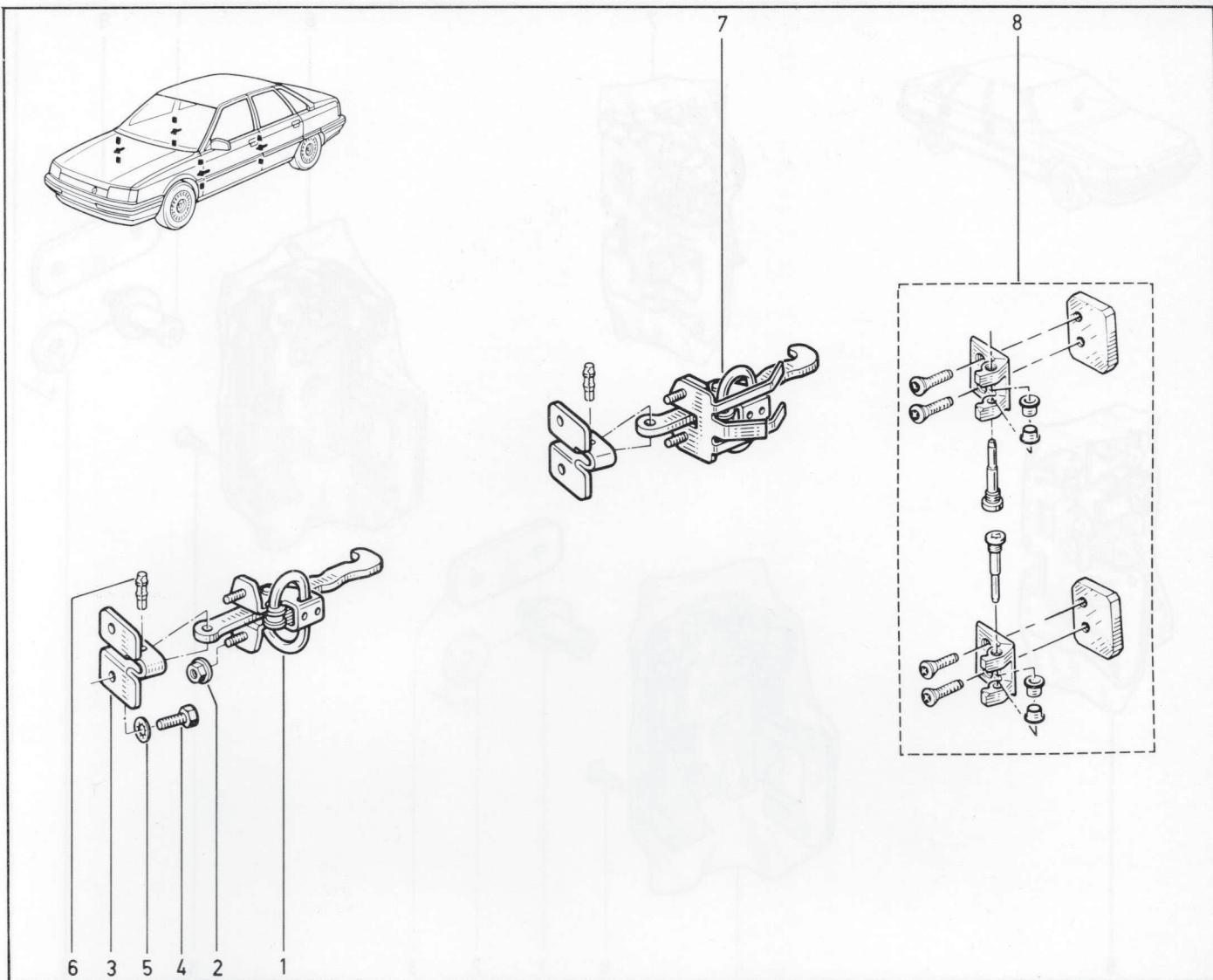
1.2 B - Attacchi di sicurezza

6.7 - 2 fissaggi di sicurezza obbligatori

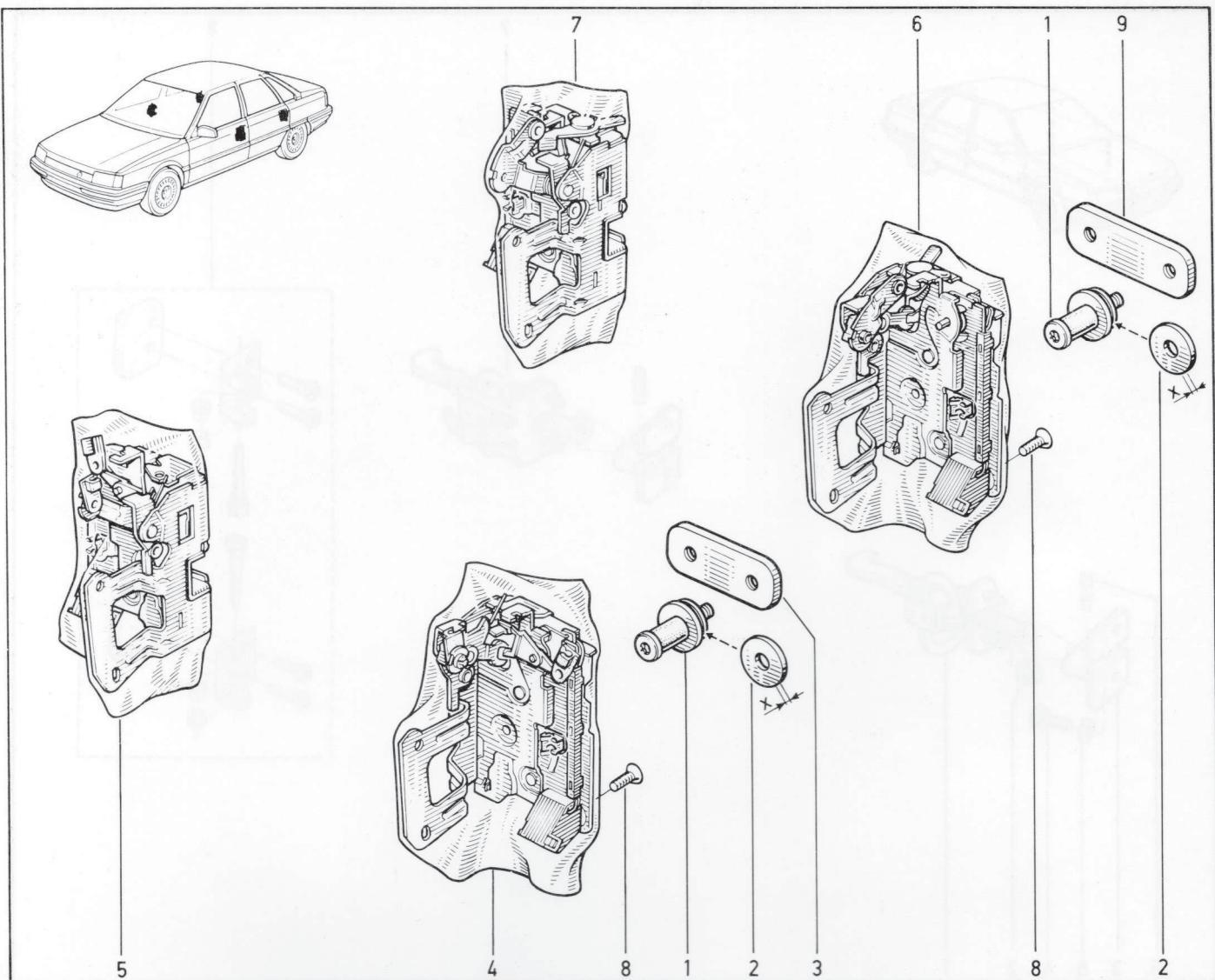
Vedere articolo 21.1 del regolamento tecnico EUROPA CUP.

12 - 13 B - Presenza obbligatoria

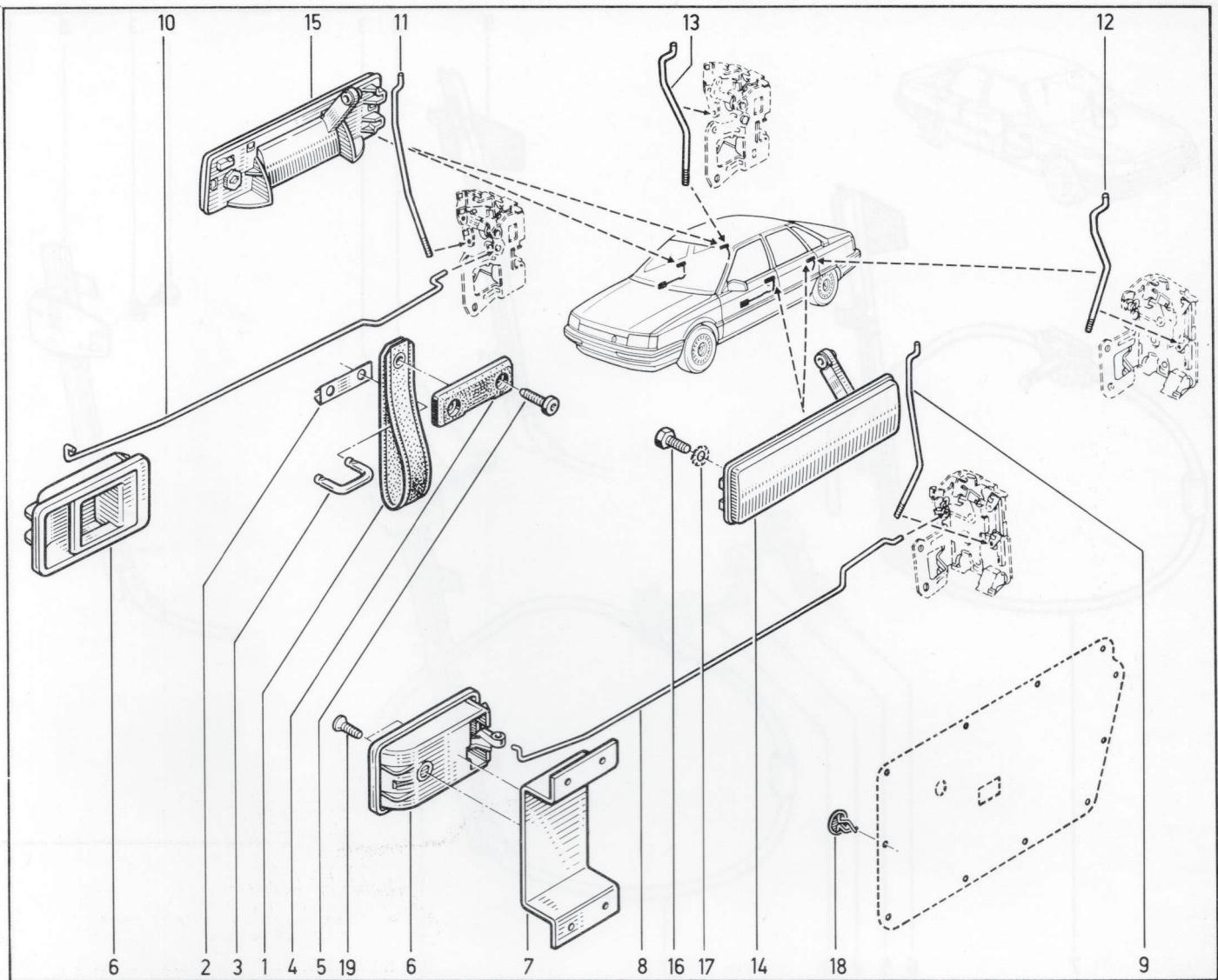
- Ubicazione : posto originale del costruttore.
- Pissaggio : libero.



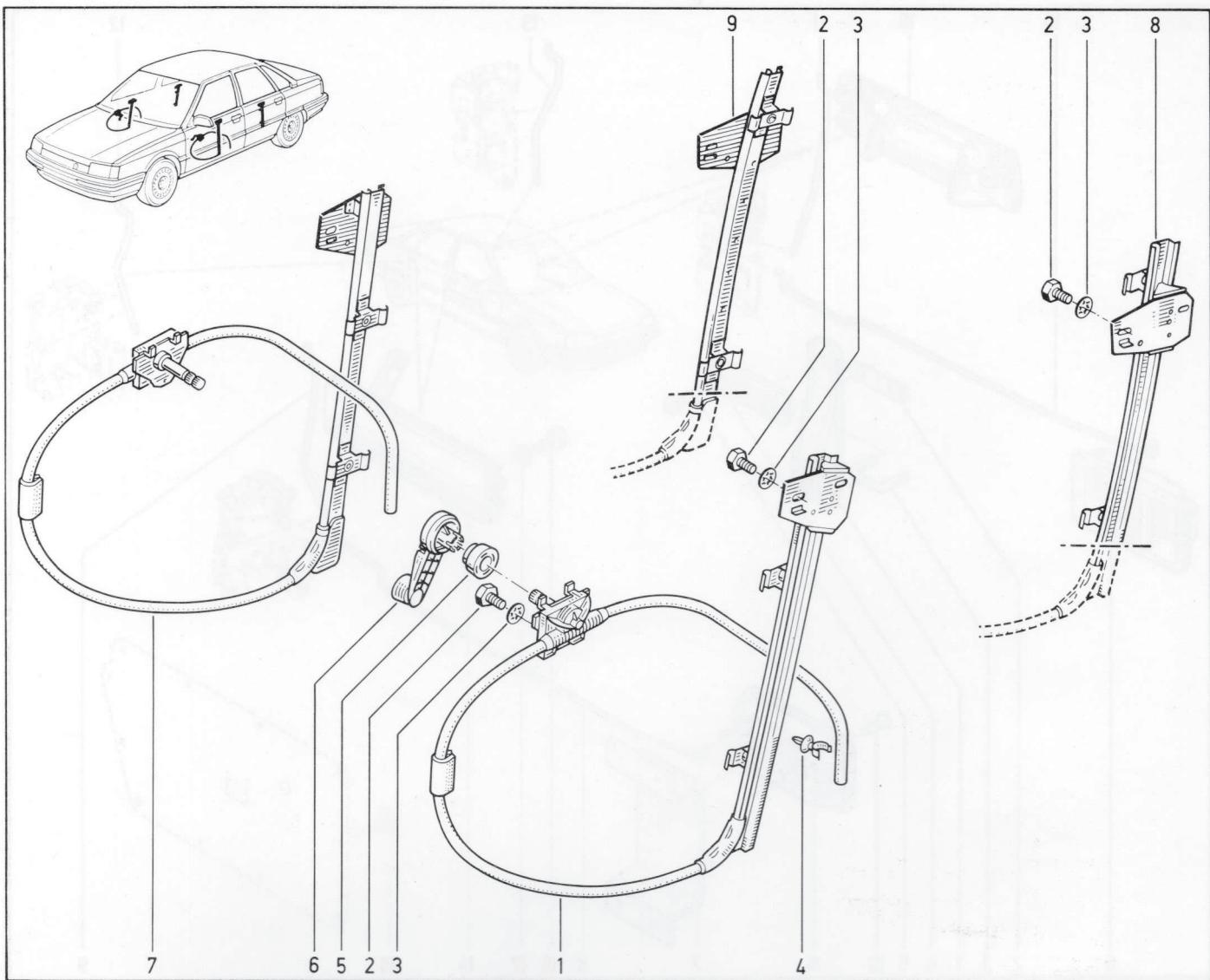
| | | |
|----|-----|----|
| 1 | A | C |
| 2 | A | C |
| 3 | A | CC |
| 4 | | C |
| 5 | | CC |
| 6 | | C |
| 7 | AAA | C |
| 8 | AA | CC |
| 9 | A | C |
| 10 | | CC |
| 11 | | C |
| 12 | | C |



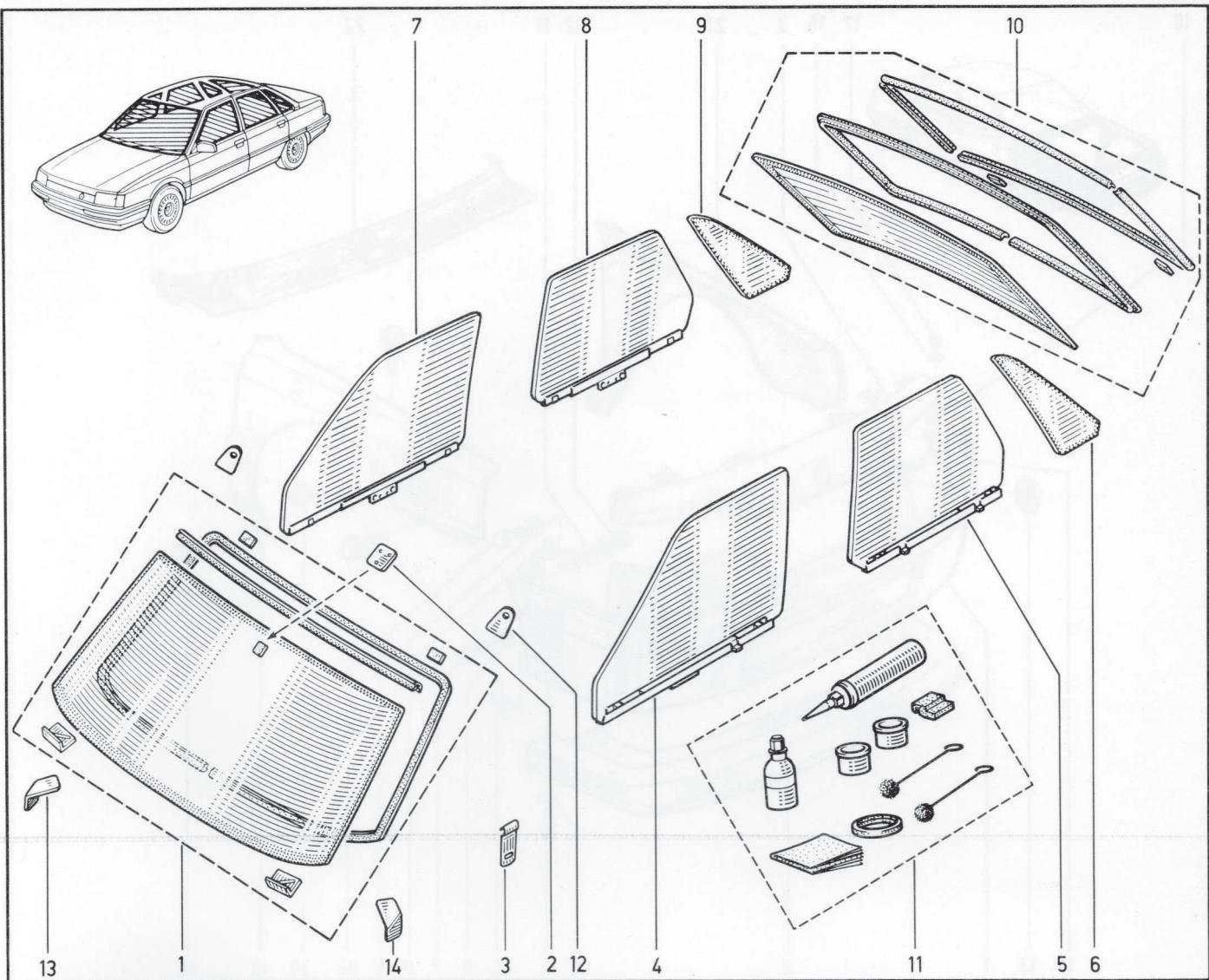
| | | |
|---|---|---|
| 1 | A | C |
| 2 | | |
| 3 | | |
| 4 | A | C |
| 5 | A | |
| 6 | A | |
| 7 | A | |
| 8 | A | |
| 9 | A | |



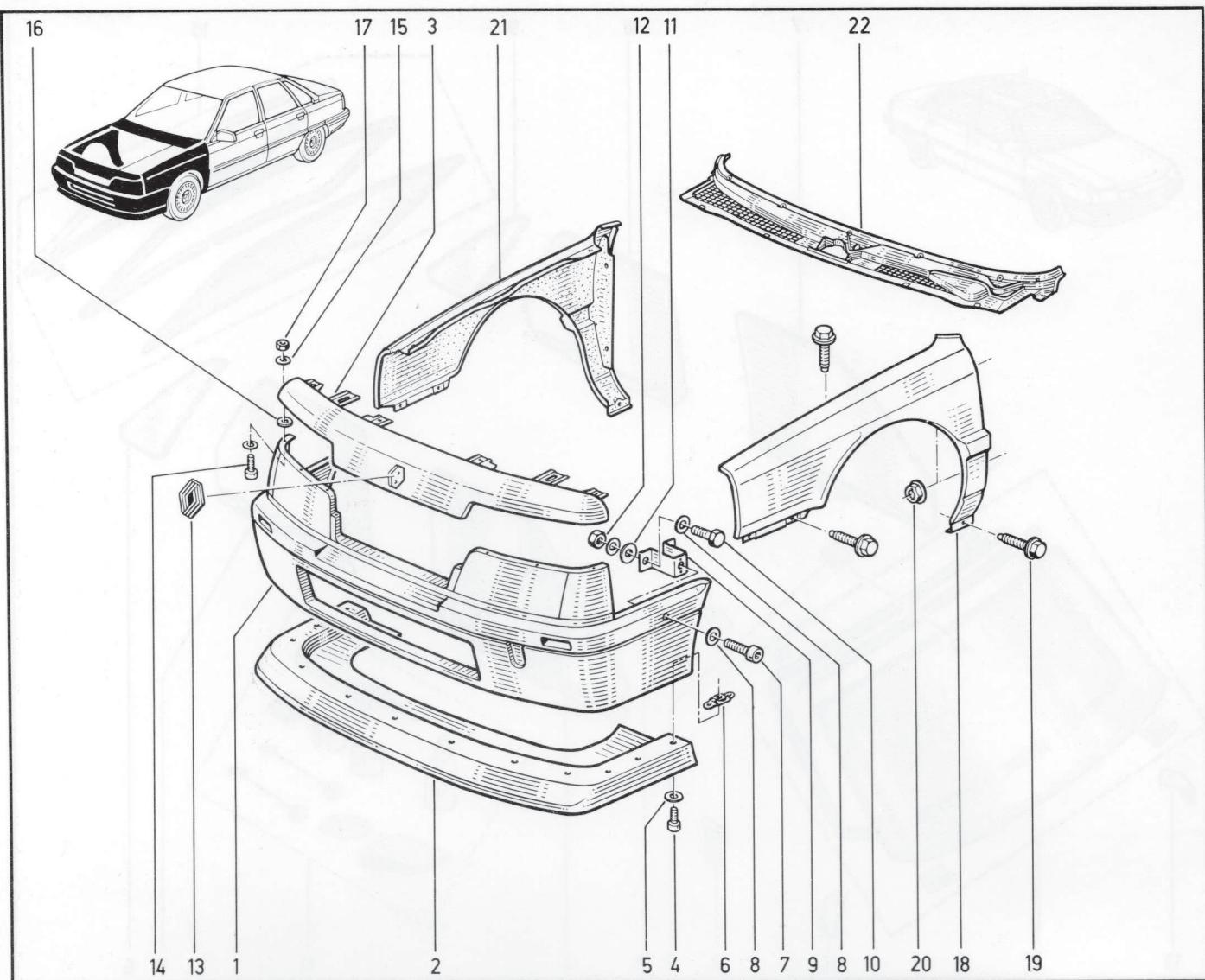
| | | |
|----|---|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | A | C |
| 7 | A | C |
| 8 | A | C |
| 9 | A | C |
| 10 | A | C |
| 11 | A | C |
| 12 | A | C |
| 13 | A | C |
| 14 | A | C |
| 15 | A | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |



| | | |
|---|--|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | A | C |



13. B - Présence : obligatoire

- Emplacement : origine constructeur.
- Fixation : libre.

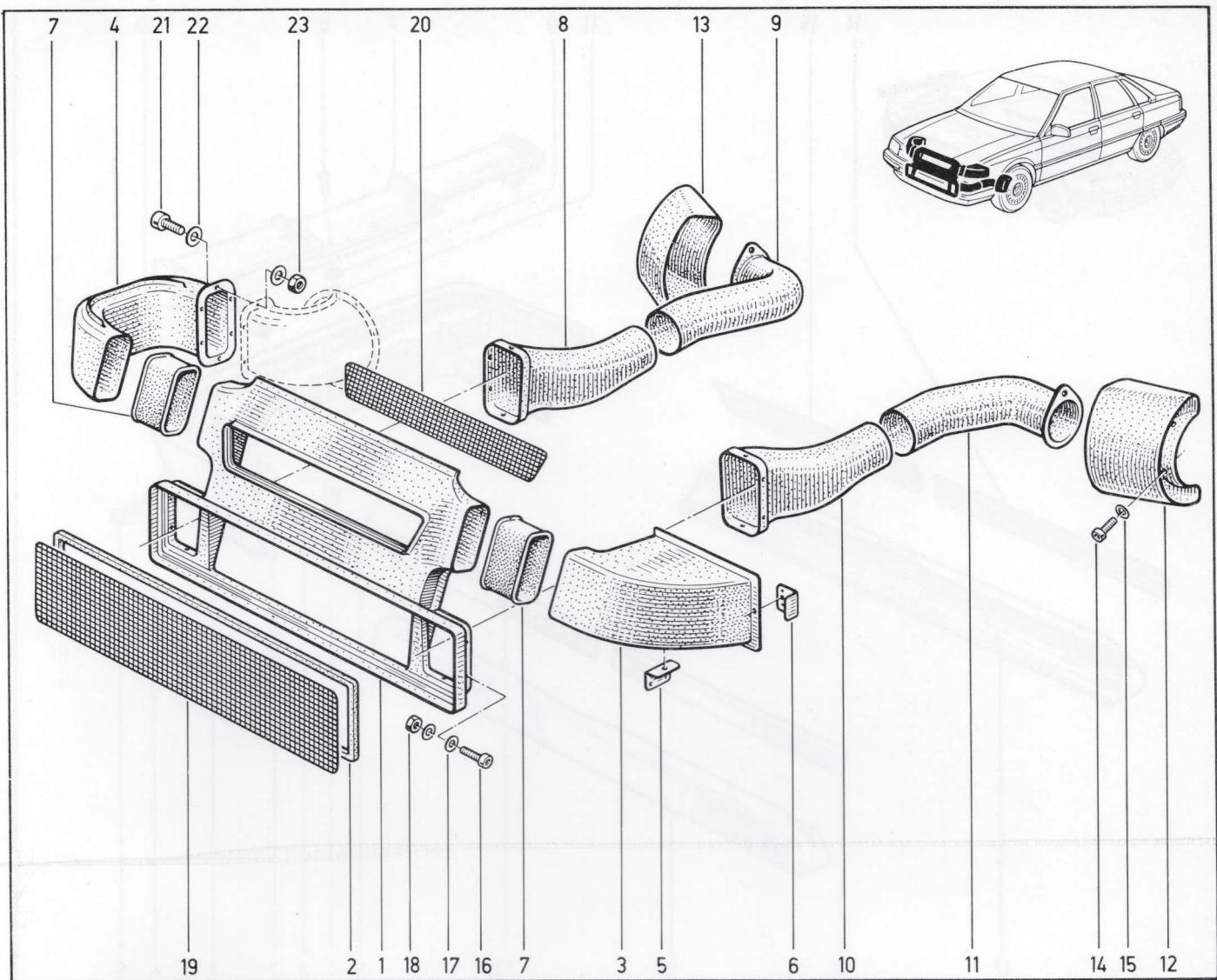
13 B - Must be displayed

- Position: manufacturer's original.
- Method of attachment: free.

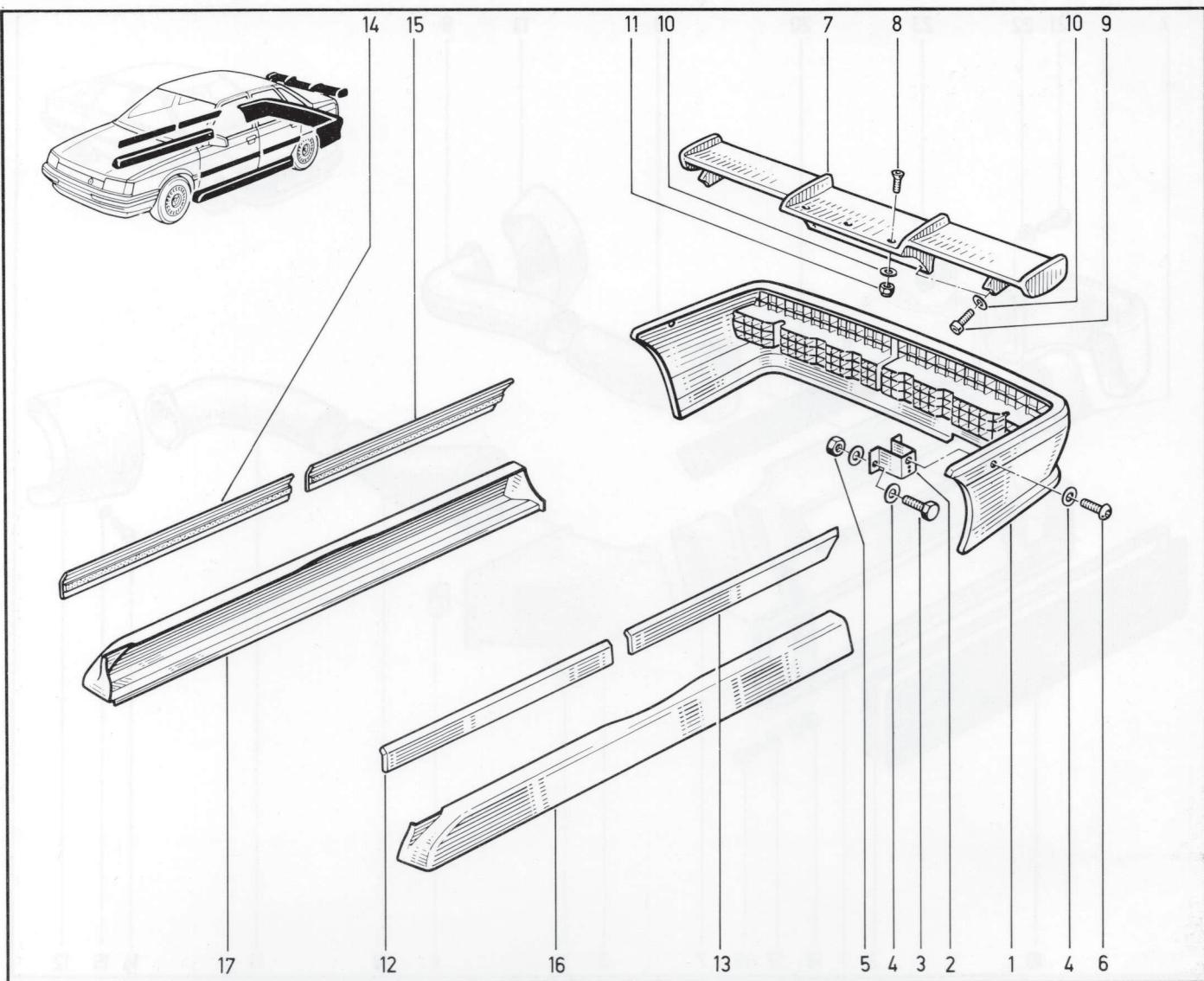
13 B - Presenza obbligatoria

- Ubicazione : posto originale del costruttore.
- Pissaggio : libero.

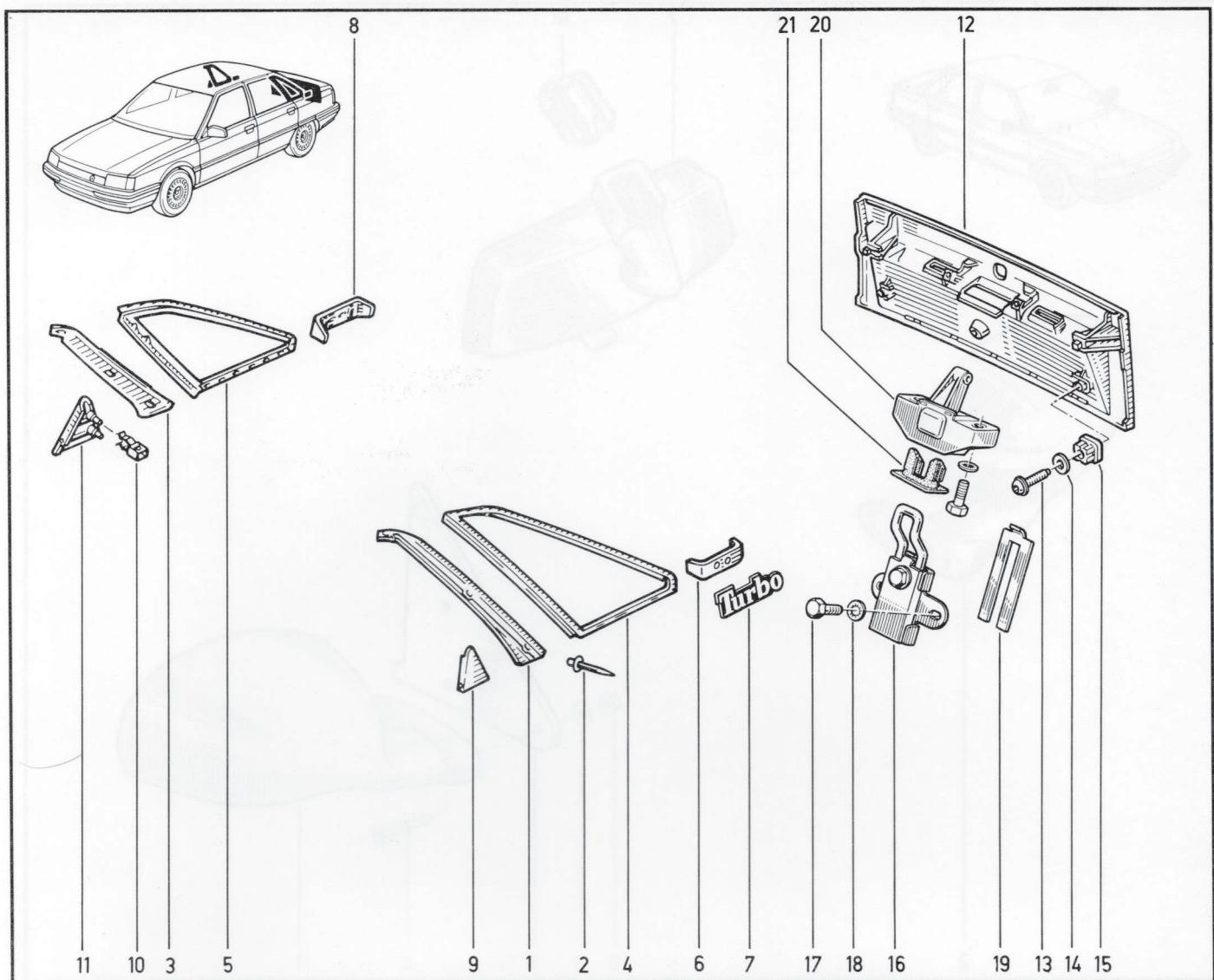
| | | | |
|----|---|---|---|
| 1 | A | | C |
| 2 | A | | C |
| 3 | A | | C |
| 4 | | | C |
| 5 | | | C |
| 6 | | | C |
| 7 | | | C |
| 8 | | | C |
| 9 | | | C |
| 10 | | | C |
| 11 | | | C |
| 12 | | | C |
| 13 | | | C |
| 14 | | B | C |
| 15 | | | C |
| 16 | | | C |
| 17 | | | C |
| 18 | A | | C |
| 19 | | | C |
| 20 | A | | C |
| 21 | A | | C |
| 22 | A | | |



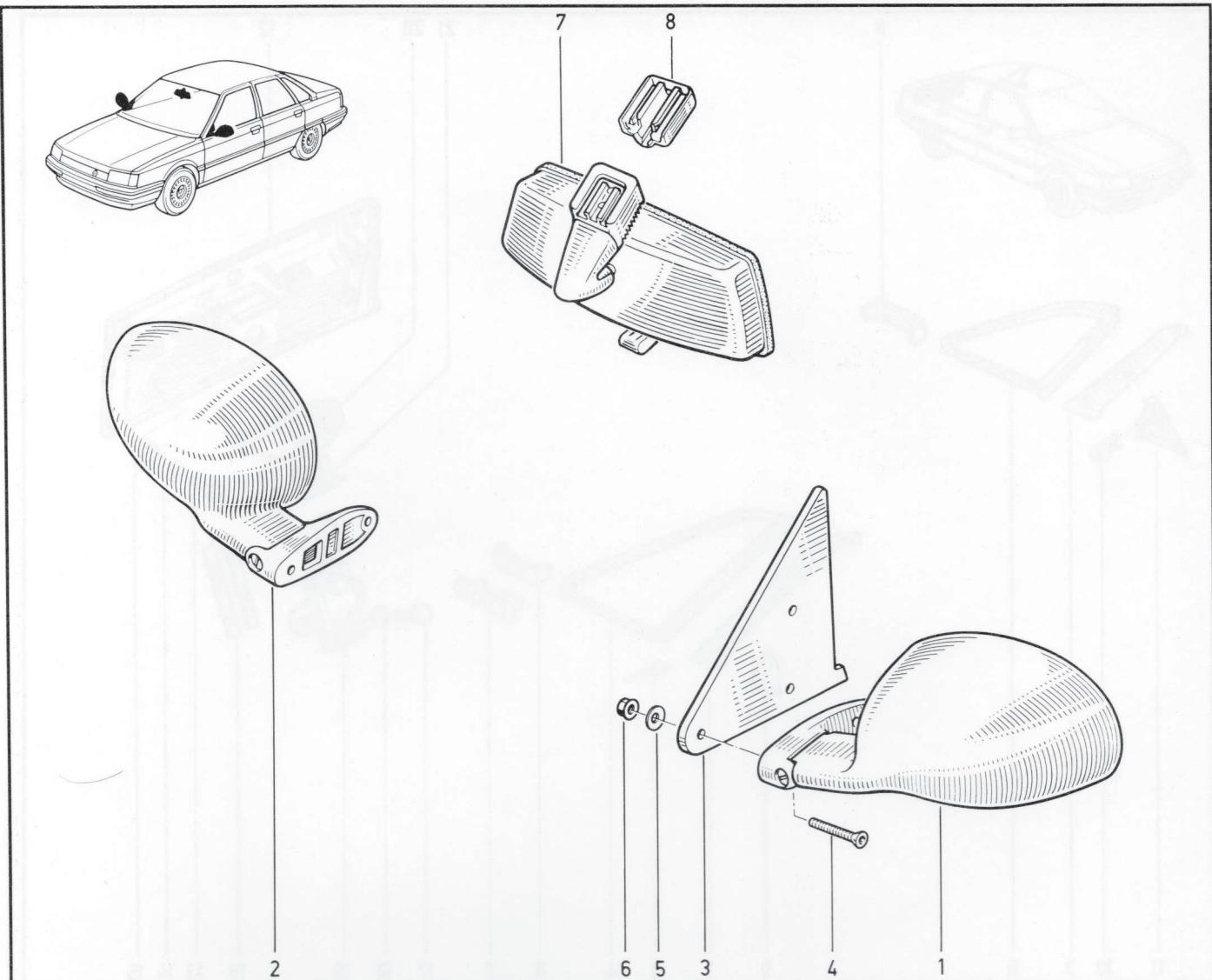
| | | |
|----|---|---|
| 1 | A | C |
| 2 | A | C |
| 3 | A | C |
| 4 | A | C |
| 5 | A | C |
| 6 | A | C |
| 7 | A | C |
| 8 | A | C |
| 9 | A | C |
| 10 | A | C |
| 11 | A | C |
| 12 | A | C |
| 13 | A | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | A | C |
| 20 | A | C |
| 21 | | C |
| 22 | | C |
| 23 | | C |



| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | A | C |
| 13 | A | C |
| 14 | A | C |
| 15 | A | C |
| 16 | A | C |
| 17 | A | C |



| | | |
|----|---|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | A | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |
| 21 | | C |



| | | |
|---|---|---|
| 1 | B | |
| 2 | B | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |

1.2 B - Rétroviseurs extérieurs

1 rétroviseur droit et 1 rétroviseur gauche obligatoires voir Art. 21.I du règlement technique EUROPA CUP.

1.2 B - Exterior rear view mirrors

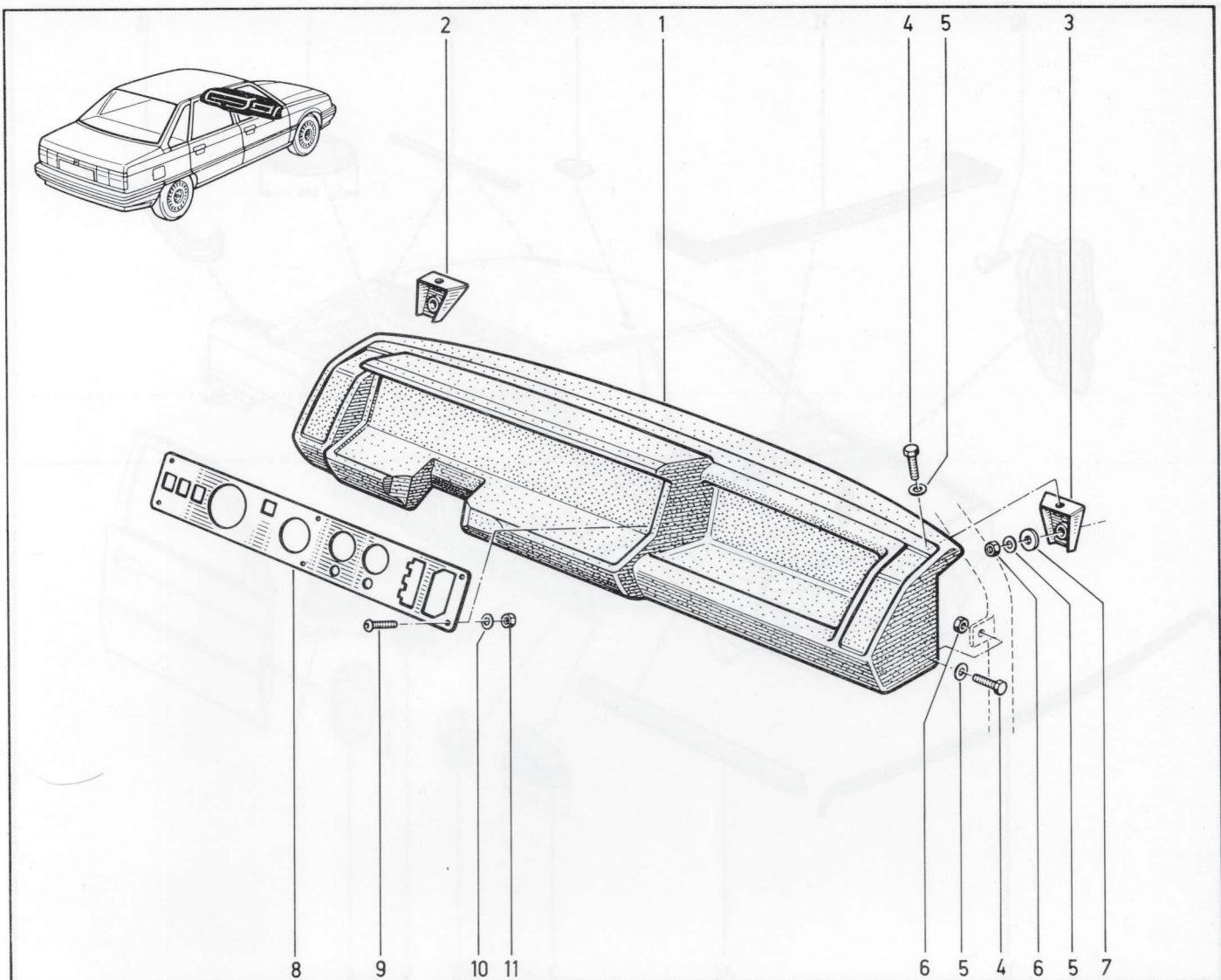
1 left-hand rear-view mirror and 1 right-hand rear-view mirror compulsory. See article 21.1 of the EUROPA CUP technical regulations.

1.2 B - Retrovisori esterni

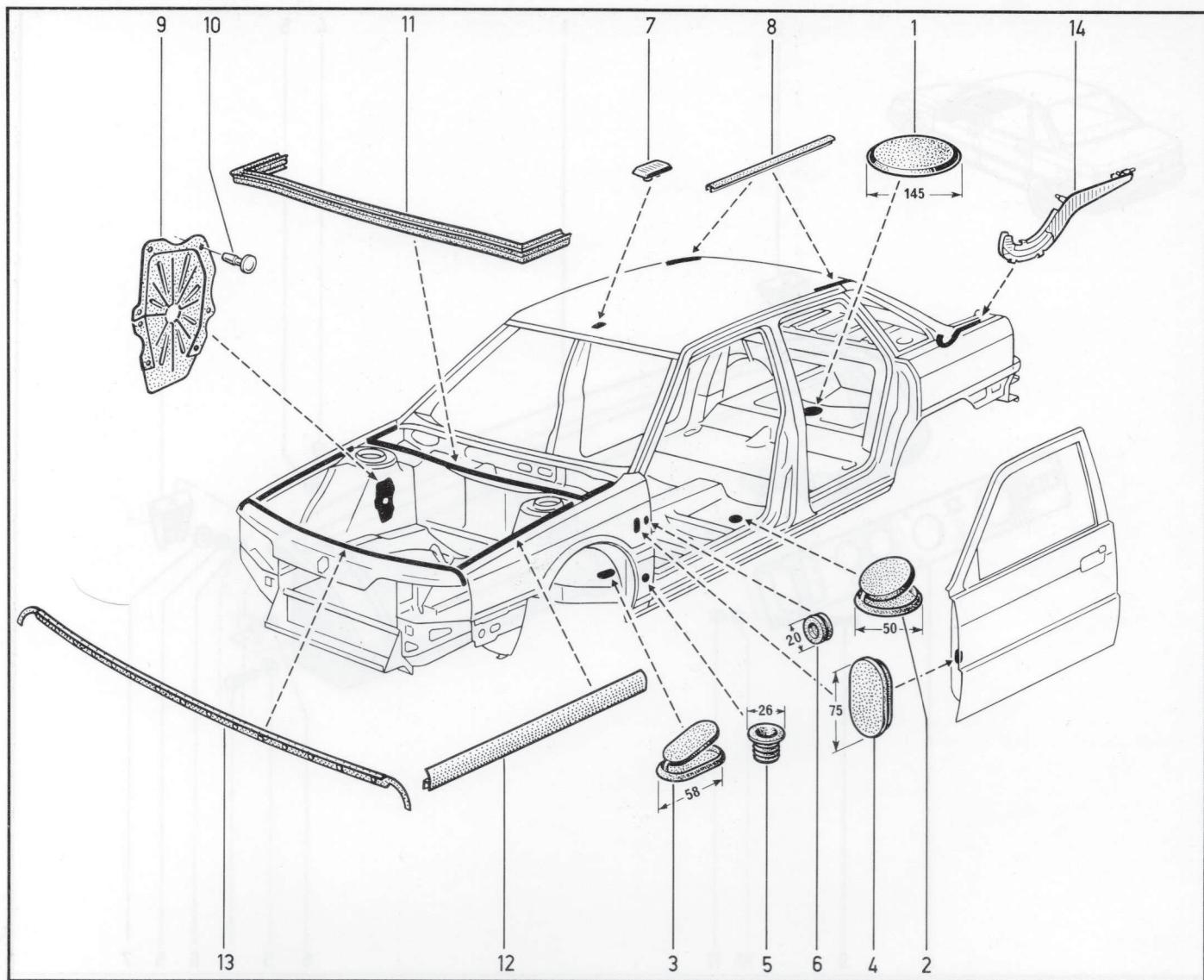
1 retrovisore destro e 1 retrovisore sinistro obbligatorio vedere Art. 21.1 del regolamento tecnico EUROPA CUP.

1.2 B - Aussenspiegel

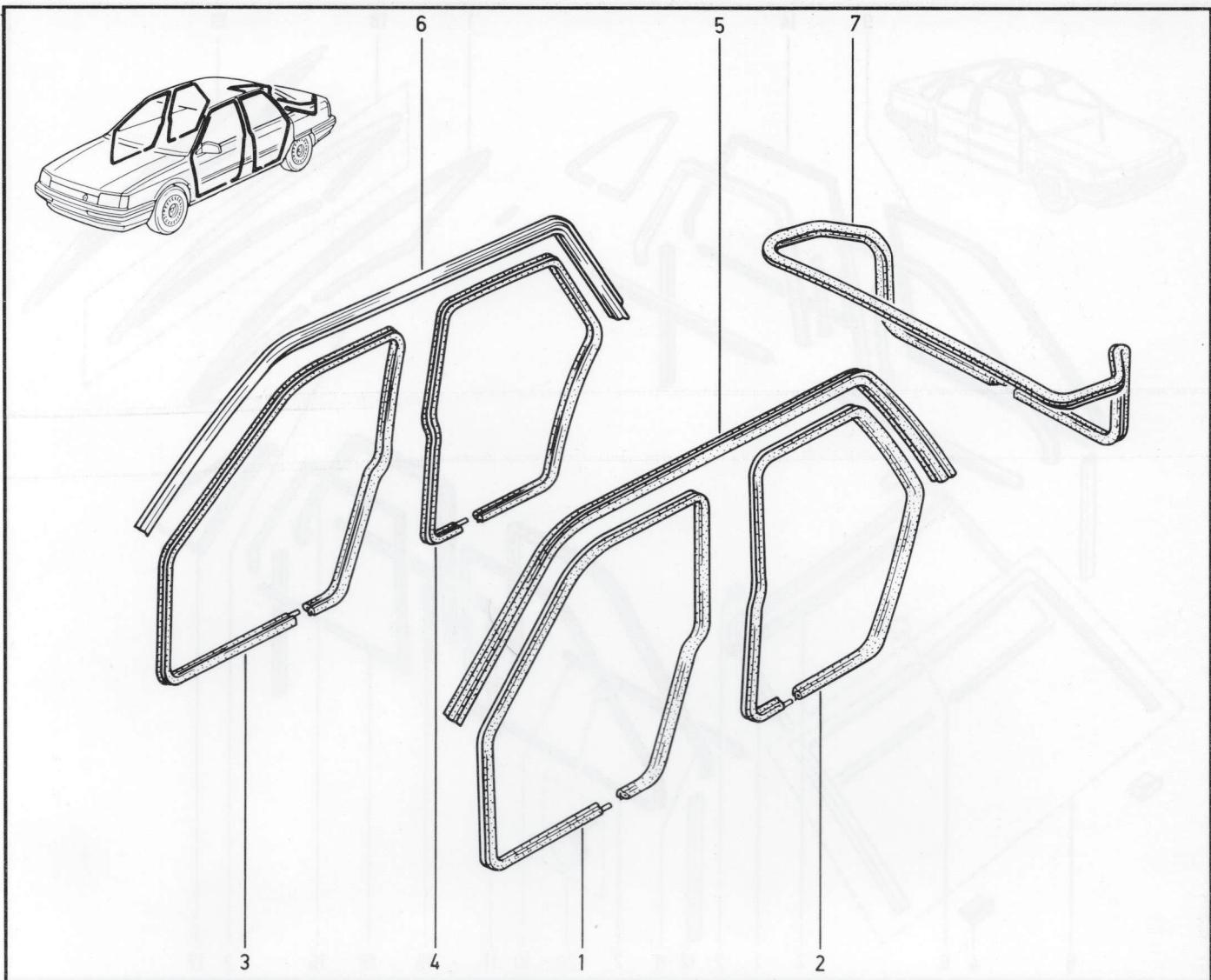
Laut Artikel 21.1 des Technischen Reglements muß rechts und links ein Außenspiegel verwendet werden.



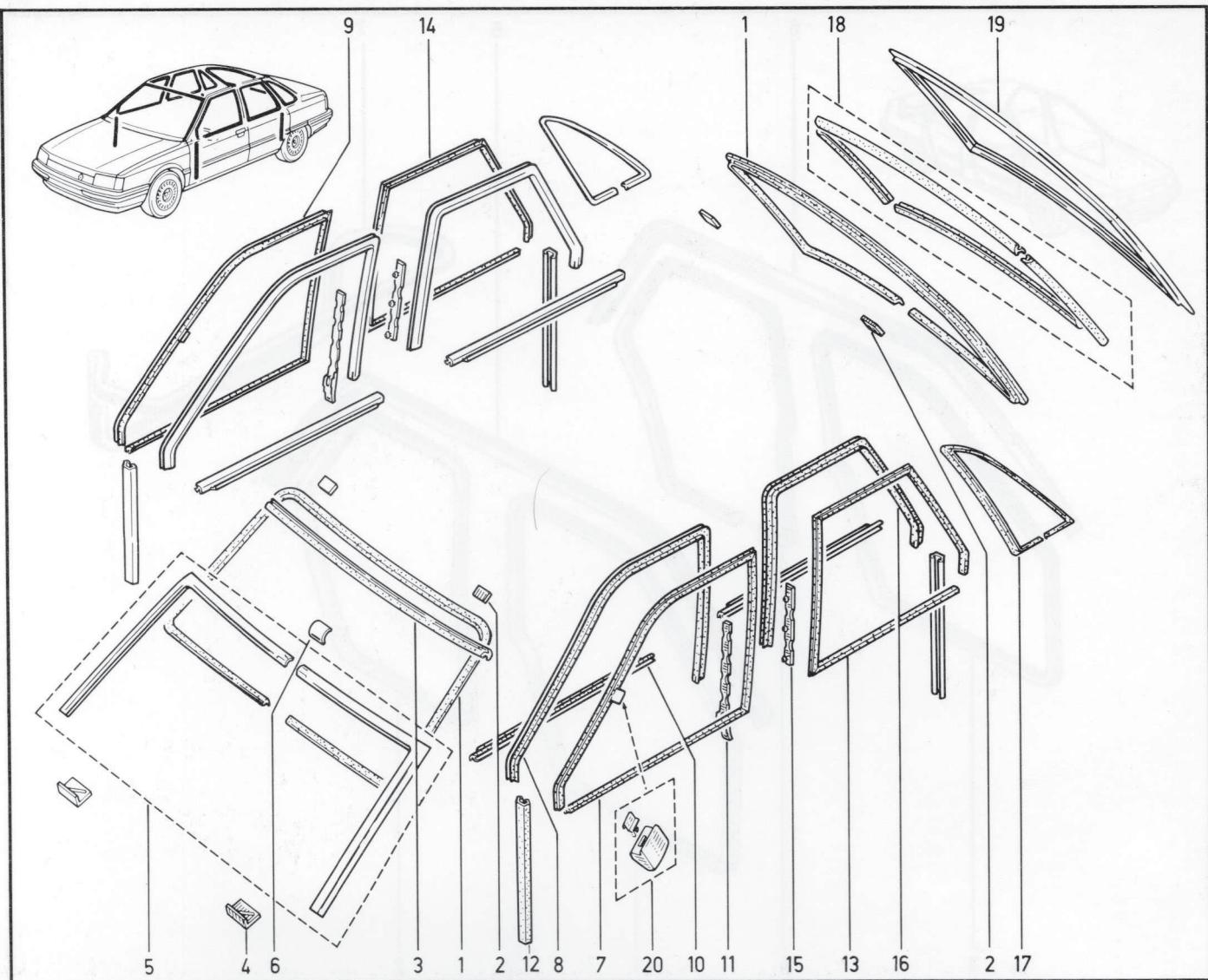
| | | |
|----|---|---|
| 1 | A | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | A | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |



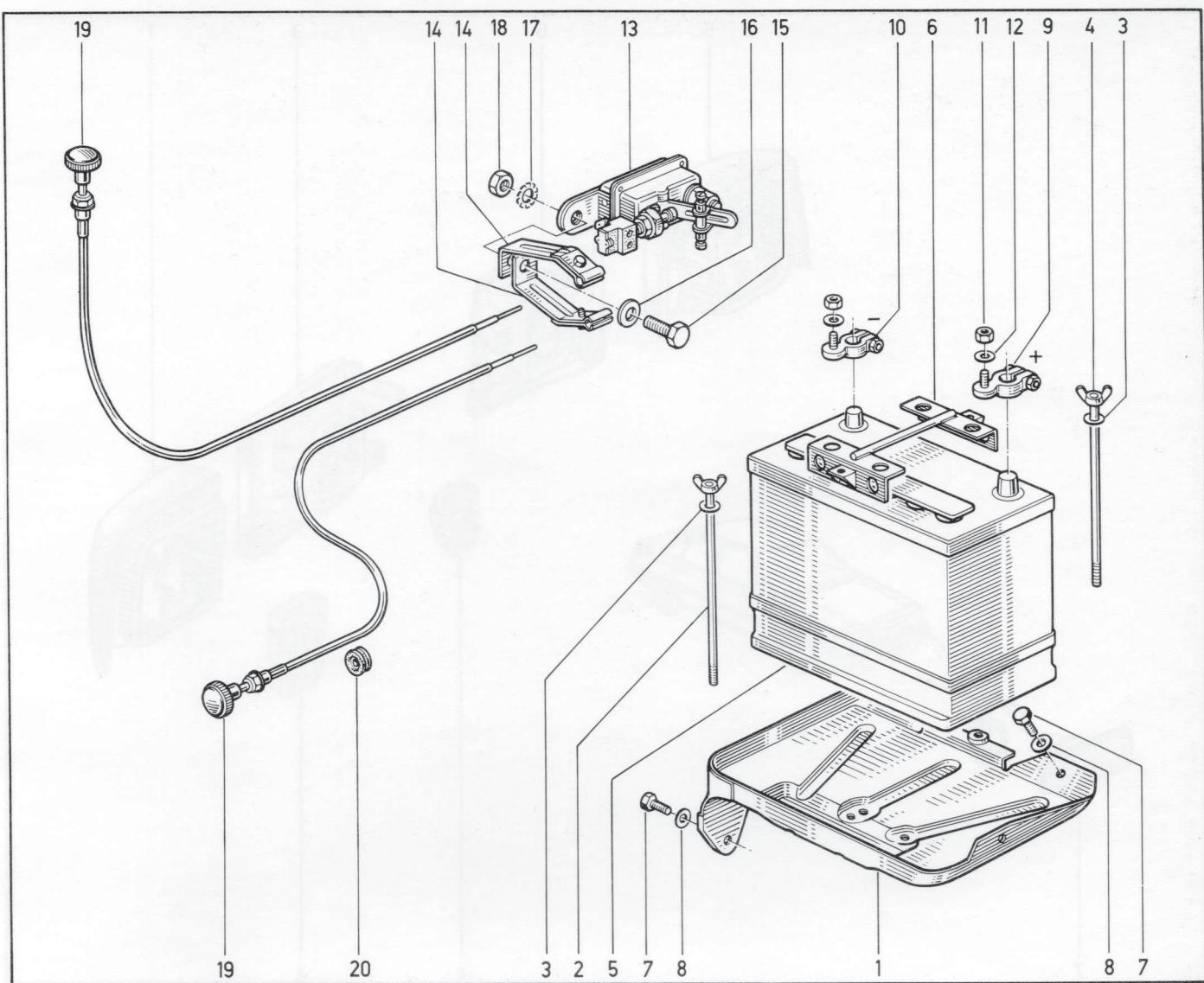
| | | |
|----|--|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |



| | | | |
|---|--|--|---|
| 1 | | | C |
| 2 | | | C |
| 3 | | | C |
| 4 | | | C |
| 7 | | | C |
| 8 | | | C |
| 9 | | | C |



| | | |
|----|--|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | C |
| 6 | | C |
| 7 | | C |
| 8 | | C |
| 9 | | C |
| 10 | | C |
| 11 | | C |
| 12 | | C |
| 13 | | C |
| 14 | | C |
| 15 | | C |
| 16 | | C |
| 17 | | C |
| 18 | | C |
| 19 | | C |
| 20 | | C |



| | | |
|----|---|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | B | |
| 6 | B | |
| 7 | C | |
| 8 | C | |
| 9 | B | |
| 10 | C | |
| 11 | C | |
| 12 | C | |
| 13 | B | |
| 14 | C | |
| 15 | C | |
| 16 | C | |
| 17 | C | |
| 18 | C | |
| 19 | C | |
| 20 | C | |

5 B - Batterie. Batterie 12 V obligatoire. Marque et type libres. Emplacement d'origine.

6 B - Support et fixation de batterie métallique obligatoires.

9 B - Isolation de la borne + obligatoire.

13 et 19 B - Coupe-circuit et commande. Doit pouvoir être manœuvré de l'intérieur et de l'extérieur de la voiture. La commande extérieure se situera obligatoirement au bas du montant du pare-brise côté pilote : elle sera clairement indiquée par un éclair rouge dans un triangle bleu à bordure blanche de 12 cm de côté mini - Voir art. 21.I du règlement technique de l'EUROPA CUP.

5 B - Battery. 12 V battery only. Make and type free; positioning as original.

6 B - Battery cradle and attachments must be made of metal.

9 B - Positive terminal must be insulated.

13 and 19 B - Circuit breaker and control. Must be capable of being operated both from inside and outside the vehicle. The external cut-out switch must be located at the base of the windscreen pillar on the driver's side: it must be clearly marked with a red lightning flash in a blue triangle with a white border. The sides of the triangle must be a minimum of 12 cm long - see article 21.1 of the EUROPA CUP technical regulations.

5 B - Batterie. Batterie da 12 V obbligatoria. Marca e tipo liberi. Posizione originale.

6 B - Il supporto ed il fissaggio della batteria devono essere metallici.

9 B - Isolamento del morsetto positivo (+) obbligatorio.

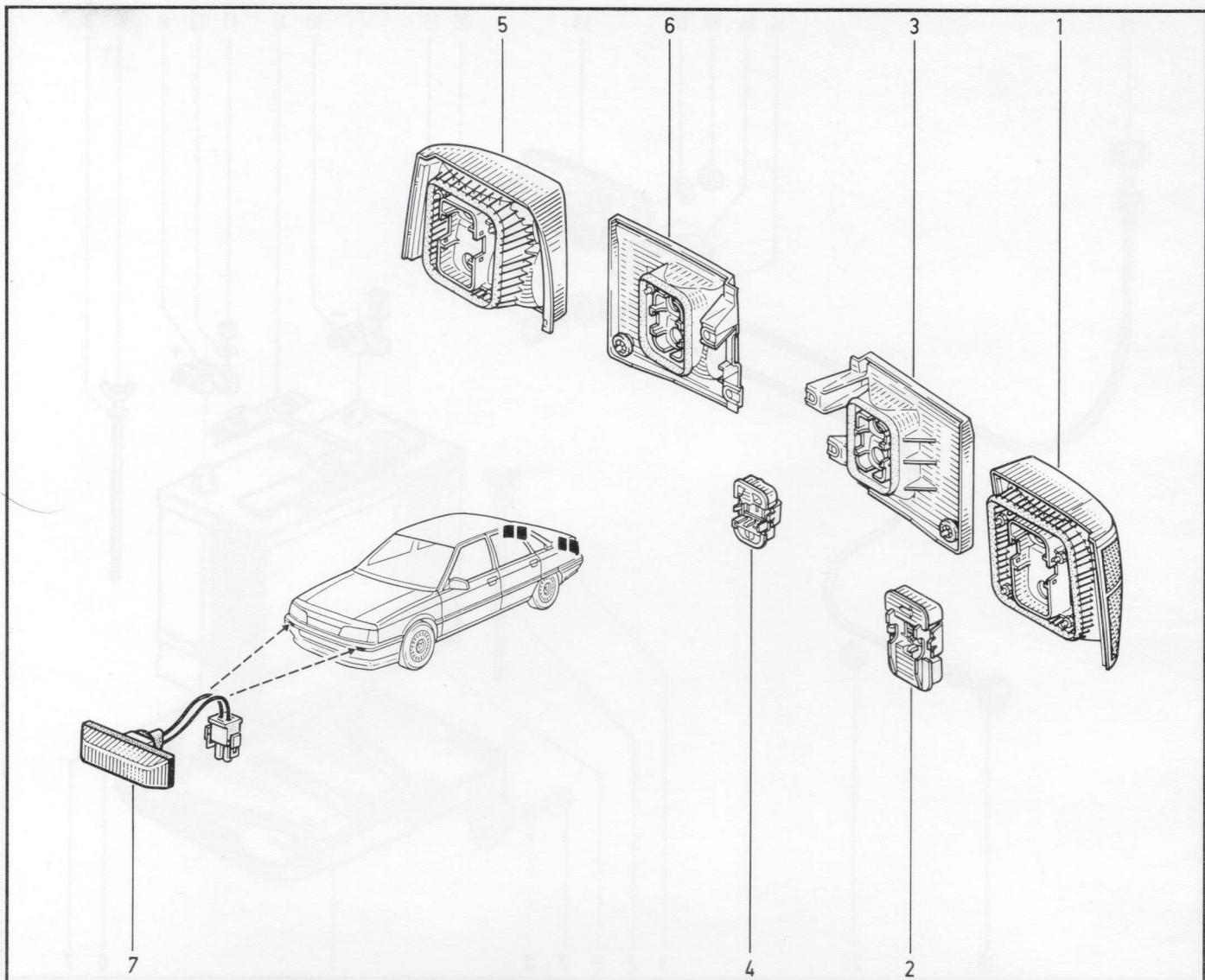
13 et 19 B - Taglia circuito e comando. Del poter essere manovrato dall'interno e dall'esterno della vettura. Il comando esterno sarà messo obbligatoriamente in basso del montante del parabrezza, lato pilota. Sarà chiaramente indicato da una luce rossa all'interno di un triangolo blu con bordi bianchi di 12 cm di lato minimo. Vedere Art. 21.1 del regolamento tecnico dell'EUROPA CUP.

5 B - Battery. 12 Volt Batterie obligatorisch Marke und Typ frei. Montage an gleicher Stelle.

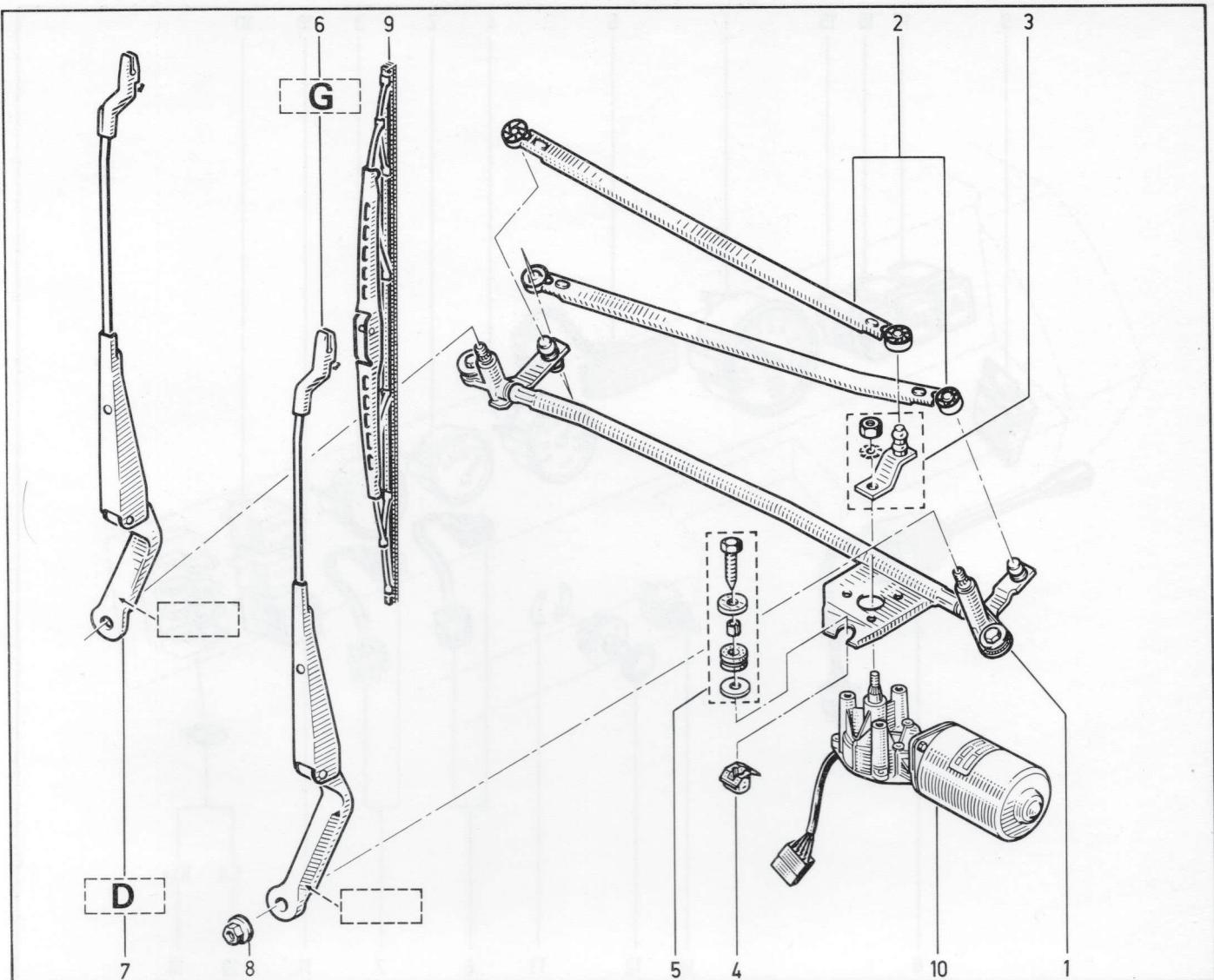
6 B - Support und metallische Befestigung obligatorisch.

9 B - Batteriepol. der (+) Pohl muß abgeschirmt werden.

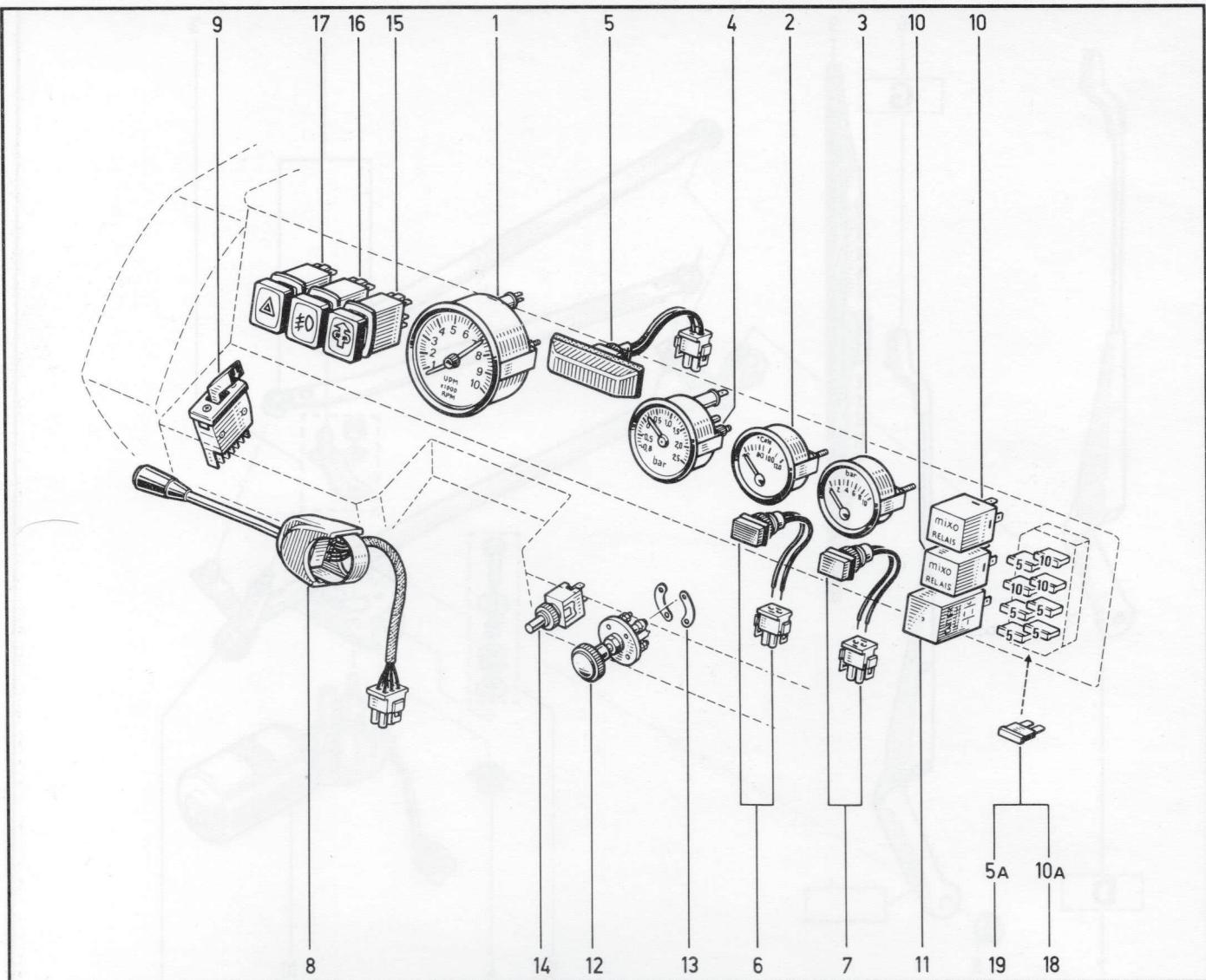
13 ed 19 B - Stromkreisunterbrecher. Der Stromkreisunterbrecher muss alle elektrischen Kreise (Batterie, Lichtmaschine, Lichter, Hörner, Zündung, elektrische Regelkreise usw. unterbrechen. Dieser Schalter muss funksicher und von innen und aussen bedienbar sein. Die Außenbetätigung muss unbedingt unter am Pfosten der Windschutzscheibe auf der Fahrerseite angebracht werden. Sie muss deutlich auf der Karosserie gekennzeichnet sein, und zwar durch einen roten Blitz in einem blauen, weissumrandeten Dreieck, dessen Seitenlängen mindestens 12 cm betragen.



| | | | |
|---|---|--|--|
| 1 | A | | |
| 2 | A | | |
| 3 | A | | |
| 4 | A | | |
| 5 | A | | |
| 6 | A | | |
| 7 | A | | |



| | | |
|----|---|---|
| 1 | A | |
| 2 | A | |
| 3 | A | |
| 4 | | C |
| 5 | | C |
| 6 | A | |
| 7 | A | |
| 8 | | C |
| 9 | A | |
| 10 | A | C |
| 11 | | C |
| 12 | | C |



1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 14 - 15 - 16 - 17 B

Instrument de bord et commandes

Marque et type libre mais devront avoir la même fonction qu'à l'origine.

1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 13 - 14 - 15 - 16 - 17 B

Instrumentation and controls

Manufacturer and type free, but must have same function as original equipment.

1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 13 - 14 - 15 - 16 - 17 B

Strumenti di bordo e comandi

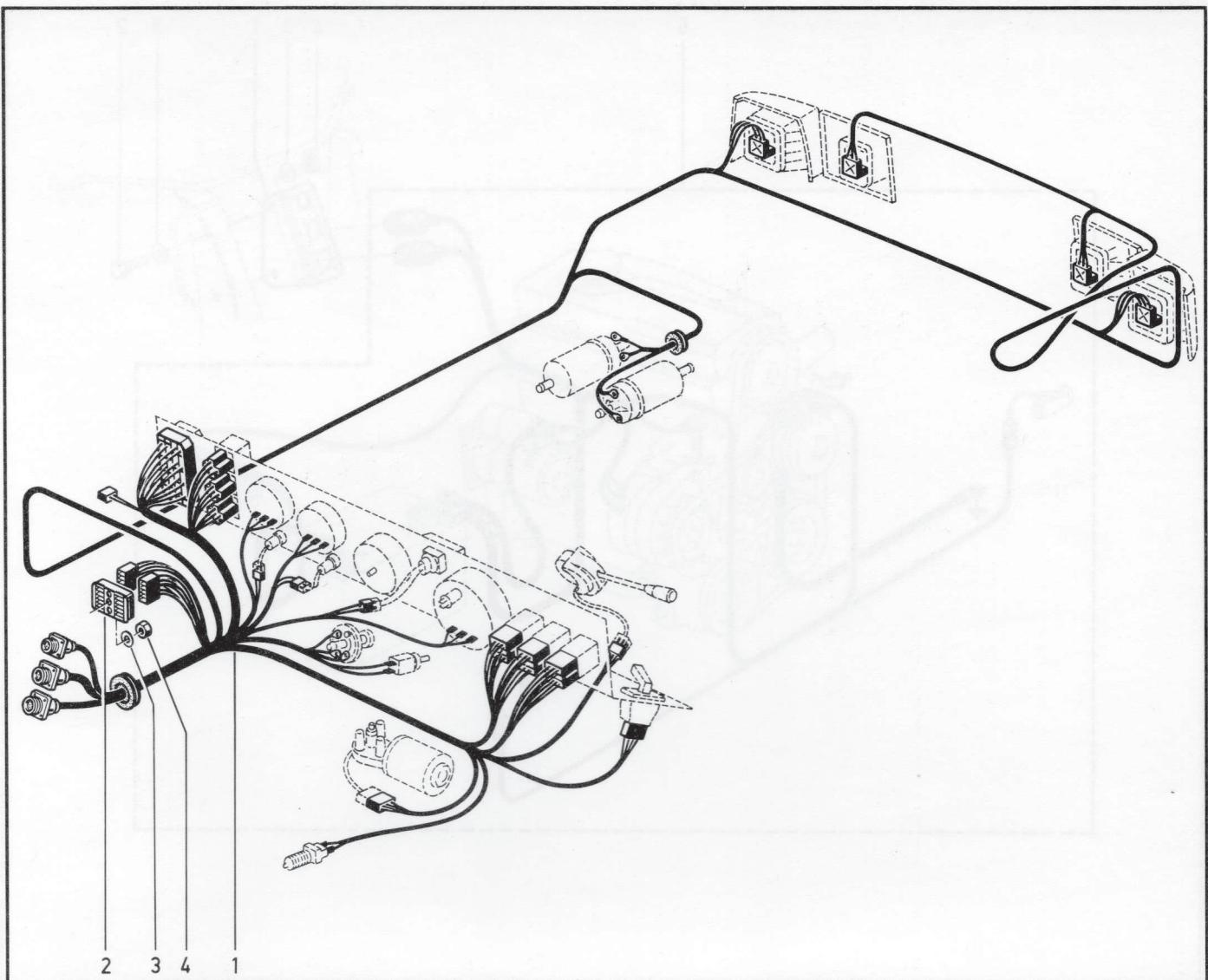
Marca e tipo libero ma con la stessa funzione originale.

1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 13 - 14 - 15 - 16 - 17 B

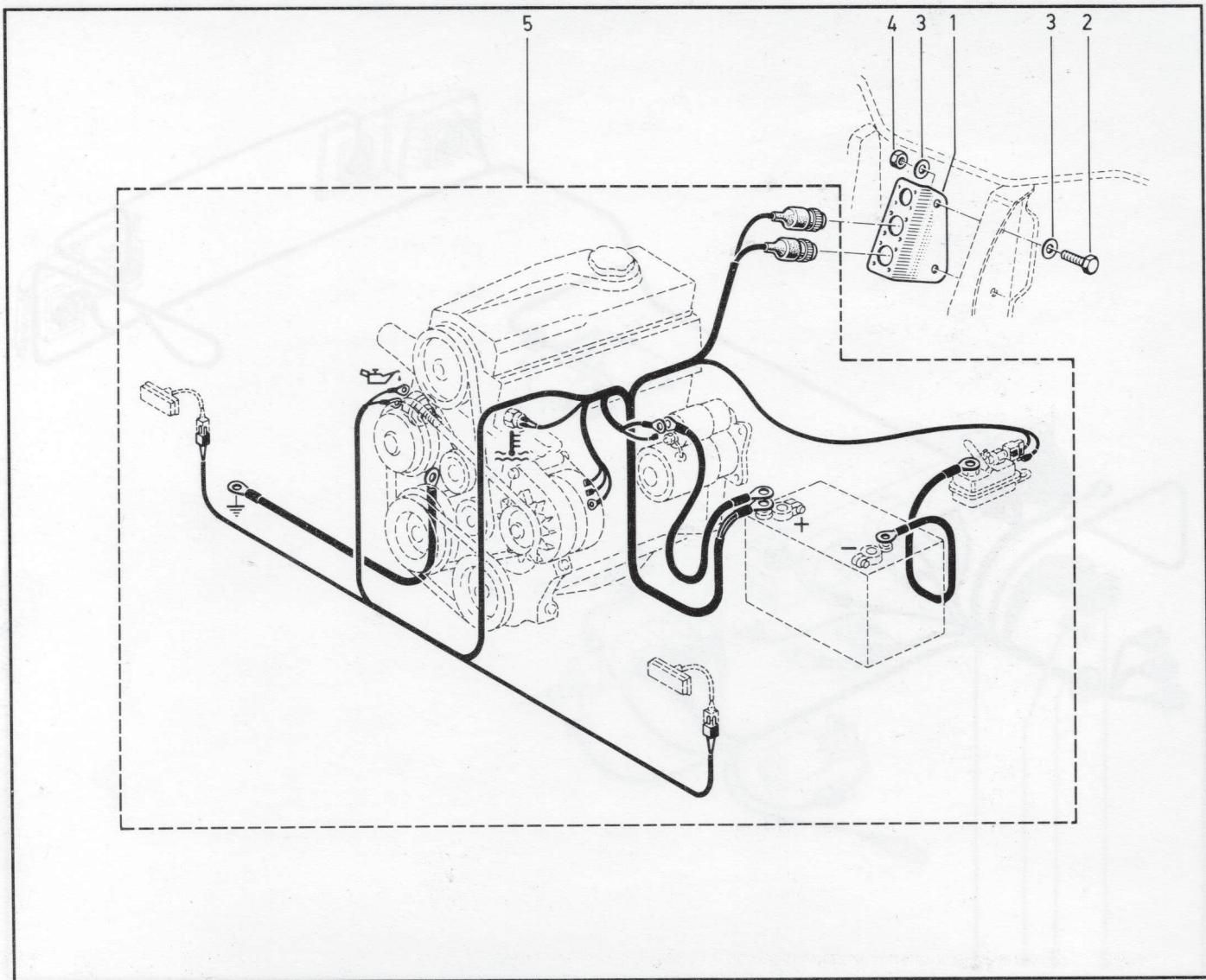
Schalter und Instrumente

Marke und Typ sind vorgegeben, müssen aber die gleiche Funktion wie die Originalteile haben.

| | |
|----|---|
| 1 | B |
| 2 | B |
| 3 | B |
| 4 | B |
| 5 | B |
| 6 | B |
| 7 | B |
| 8 | B |
| 9 | B |
| 10 | B |
| 11 | B |
| 12 | B |
| 13 | C |
| 14 | B |
| 15 | B |
| 16 | B |
| 17 | B |
| 18 | C |
| 19 | C |



| | | |
|---|--|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |



| | | |
|---|--|---|
| 1 | | C |
| 2 | | C |
| 3 | | C |
| 4 | | C |
| 5 | | C |

