



2015

Lithuanian Rally Sporting Regulations

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These regulations are based on FIA Regional Rallies Championships regulations. Numbering of paragraphs are same as those of above mentioned regulations.

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

LASF (Lithuanian automobile sport federation) organizes Lithuanian Rally Championships which are the property of the LASF. The word "Championships" automatically includes the Lithuanian Rally Championships and Lithuanian Rally-Sprint Championship.

All Championships are governed by the current FIA International Sporting Code and its appendices (the FIA Code), LASF Code and its appendices and these regulations which consist of articles applicable to one or more of the specific Championships.

„League A“ – classified automobile sport events, where participants hold national D Junior, D or International B, C, R drivers licenses, participating cars have technical passports issued by LASF or other ASN and comply with FIA and/or national technical regulations, overalls (including helmets) must have current FIA homologation. More detailed requirements for drivers license grades, track safety, technical requirements and drivers overalls can be found in championship regulations, technical requirements and/or supplementary regulations.

„League B“ - classified automobile sport events, where participants hold national E or any higher grade licenses, participating cars have technical passports issued by LASF or other ASN and comply with national technical regulations drawn up by LASF rally commission, overalls (including helmets) may have expired FIA homologation. Tracks are slower and shorter than those in League A events, and must be made to ensure car and spectator safety. More detailed requirements for drivers license grades, track safety, technical requirements and drivers overalls can be found in championship regulations, technical requirements and/or supplementary regulations.

A calendar of rallies will be issued in regulations for the relevant Championship.

1.1 APPLICATION

1.1.1 Only the LASF may grant waivers to these regulations.

Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 152 and 153 of the LASF Code. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 141 of the LASF Code).

1.1.2 The clerk of the course is charged with the application of these regulations and the rally supplementary regulations before and during the running of the rally. He must inform the Stewards of any important incidents that have occurred which require the application of these regulations or the rally supplementary regulations.

1.1.3 Anything that is not expressly authorized by these regulations is forbidden.

1.2 OFFICIAL LANGUAGE

The various documents, and in particular the supplementary regulations and any bulletins, when organizing international event, must be written both in Lithuanian and in English. In the event of any dispute concerning the interpretation of the regulations, only the Lithuanian text will be binding.

1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the LASF has the authority to make a decision.

1.4 DATE OF APPLICATION

These regulations come into force on 2 December 2014.

2. DEFINITIONS

2.1 BULLETIN

Official written document intended to modify, clarify or complete the supplementary regulations of the rally as detailed in Appendix II.

2.2 COMMUNICATION

Official written document of an informative nature which may be issued by either the clerk of the course or the Stewards.

2.3 CONTROL AREAS

The area between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control area.

2.4 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Unless otherwise stated, either member of the crew may drive during the rally and each one must hold an LASF driver's competition licence for the current year, which is valid for the rally. The driver assumes the competitor's responsibility when the latter is not on board the car during the rally.

2.5 DECISION

A document issued by the clerk of the course or the Stewards to announce their findings following an enquiry, hearing or investigation.

2.6 END OF THE RALLY

The rally ends with the posting of the Final Official Classification. The competition element of the rally finishes at the final time control.

2.7 LEG

Each competitive part of the rally, separated by an overnight regroup. If Super Special Stages are organised on the evening before Leg 1, this shall be considered to be Section 1 of Leg 1. Overnight Parc Ferme in Lithuania is not obligatory, nevertheless, if overnight Parc Ferme is not being held, all cars must be parked in Parc Ferme before the start of the next leg not later than one hour before the start of the first car.

2.8 NEUTRALISATION

Time during which a crew is stopped by the organisers for whatever reason where parc fermé rules apply.

2.9 PARC FERMÉ

An area in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.

2.10 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in these regulations.

2.11 RECONNAISSANCE

The presence on a special stage in any way whatsoever of any crew member intending to enter a rally after the announcement of the itinerary.

2.12 REGROUP

A stop scheduled by the organisers under parc fermé conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally. The stopping time may vary from crew to crew.

2.13 ROAD SECTION

The parts of an itinerary which are not used for special stages.

2.14 SECTION OF THE RALLY

Each part of the rally separated by a regroup.

2.15 SERVICE

Any work on a competing car except where limited in these regulations.

2.16 START OF THE RALLY

The rally starts from the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally starts at the first time control.

2.17 SUPER SPECIAL STAGE

Any variation from the running of a special stage as described in these regulations and detailed in the rally supplementary regulations and/or a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time.

2.18 TIME CARD

A card intended for the entry of times recorded at the different control points scheduled on the itinerary.

2.19 TECHNICAL ZONE

A zone separated by two time controls for the purpose of carrying out technical checks by the scrutineers.

2.20 MEDIA ZONE

A zone established for the media prior to the time control at the entrance of service parks, remote services or regroup parks.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of stewards (the Stewards) shall always comprise three members. The Chairman and one member shall be appointed by LASF. The third member shall be appointed by the organiser of the rally with approval of LASF rally commission. There must be a permanent communication link between the Stewards and the clerk of the course. During the running of the rally at least one of the Stewards must be in the vicinity of the rally HQ.

3.2 LASF DELEGATES

Following delegates may be appointed by LASF:

3.2.1 LASF Technical Delegate

LASF Technical Delegate will liaise with the clerk of the course and will be the chief scrutineer responsible for all technical matters.

3.2.2 LASF Observer(s)

The LASF Observer(s) will review all aspects of the rally and complete the appropriate LASF report form.

3.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the competitors/crews. There must be at least one at each rally. They must be easily identifiable by the competitors/crews and shall be present according to the CRO schedule.

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER FIA REGIONAL CHAMPIONSHIP RALLIES

4.1 SUMMARY

Following groups cars are eligible to take part in 2015 rally championships: international FIA groups N, A, R and national groups L and SG

Detailed technical requirements for each group are specified in 2015 championships regulations.

4.2 CLASSES OF CARS

Group N, A, R, L, SG division into classes are specified in 2015 championships regulations.

4.3 ADDITIONAL PROVISIONS

- LASF or other ASN technical passport is mandatory for all cars.
- FHS (front head restraint) system is mandatory for all 2015 Lithuanian rally championship competitors.

4.4 NATIONAL/REGIONAL CARS

National group cars must comply with national technical requirements.

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

5.1 ATTRIBUTION OF POINTS

5.1.1 Attribution of championship points. Criteria for championship point attribution are specified in 2015 championships regulations.

5.1.2 Attribution of bonus points. Criteria for bonus point attribution are specified in 2015 championships regulations.

5.1.3 Attribution of reduced points. Should one of the rallies counting towards a Championship or Cup not be able to be run in its entirety, the points shall be awarded based on the established classification.

- full points if more than 50% of the scheduled length of special stages has been run,
 - half points being awarded if between 25% and 50% of the scheduled length of special stages has been run.
 - No points will be awarded if less than 25% of the scheduled length of special stages has been run.
- This is applicable to championship and bonus points.

5.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The classification will be established taking into account the criteria required for each Championship. The driver and the co-driver having totalled the highest number of points will be declared the relevant champion/winner.

10. DEAD HEAT IN A CHAMPIONSHIP

10.1 DRIVERS AND CO-DRIVERS

For drawing up the final classification of a Championship, the rule for deciding between drivers and codrivers who have scored exactly the same points total shall be:

10.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective Championship, counting only those rallies which have served to make up their points total;

10.1.2 According to the greater number of highest places achieved in the final classifications on their respective Championship, counting only those rallies in which each of the drivers and co-drivers concerned have taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13rd places, and so on.

10.1.3 In the event of a further tie, LASF itself will decide the winner and decide between any other tying drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

10.2 TEAMS

The rule for deciding between registered teams which have scored exactly the same points total shall be as follows:

10.2.1 According to the greater number of highest places achieved in the qualifying rounds for each team, taking into account only the highest place per rally for each team.

10.2.2 According to the number of 9th places, 10th places, etc., one 9th place being worth more than any number of 10th places and so on.

10.2.3 In the event of a further tie, according to the place taken in the last event of the championship.

11. CRITERIA FOR PRIORITY DRIVERS

11.1 PRIORITY DRIVERS

Drivers who are included in FIA/LASF priority driver list.

11.1.1 Drivers who have won first 6 places in general classification of Lithuanian rally championship during last three years will be included into LASF driver priority list. First year to count results for drivers priority list will be 2014.

11.2 REPOSITIONING OF PRIORITY DRIVERS

The Stewards may reposition an priority driver when he has entered in a car which, in the opinion of the Stewards, does not justify him benefiting from his priority in the initial starting order.

12. PROCEDURE CONCERNING THE CHOICE OF ITINERARY

12.1 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME

12.1.1 Except in a case of force majeure, the clerk of the course must ensure that the itinerary is respected.

12.1.2 No objections made immediately before or during the running of the rally will be taken into consideration unless approved by the Chief Safety Officer.

13. RALLY CHARACTERISTICS

13.1 RALLY DURATION

The duration of a rally may vary in the different championships. The appropriate duration is detailed in the variations and additional provisions for the championship concerned.

- There shall be no single special stage minimum or maximum distance. However, there must ideally be no more than 80 km of special stages between visits to service parks or remote service zones.
- No one stage or part of a stage may be run more than twice in a rally, super special stages excluded.

13.2 PROGRAMMES FOR THE RALLIES

Other than respecting the following criteria, organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary.

13.2.1 The timetable of a rally shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the beginning of reconnaissance)
- Scrutineering
- Free Practice / Qualifying Stage (if applicable)
- Shakedown (if any)
- Ceremonial Start
- Rally
- Podium Ceremony

13.2.2 Rallies may competitively run over 1 or 2 days.

13.2.3 Rallies may finish on Saturday or Sunday.

13.2.4 The podium ceremony shall be held following the program devised by organisers, which will be announced in supplementary regulations.

13.2.5 The reconnaissance schedule shall take place over 1 or 2 days.

STANDARD DOCUMENTS

14. LASF STANDARDISED DOCUMENTS

14.1 GENERAL

The format and procedure of the following documents as in Appendix II must be followed:

- Supplementary regulations (electronic and printed format (optional))
- Bulletins (electronic and printed format)
- Rally Guide (electronic format)

- Itinerary (electronic and printed format)
- Road book, (printed format)
- Time card (printed format)
- Entry form (electronic and printed format)
- Entry lists (electronic format)
- Start lists and results of the rally (electronic and printed format)

Documents which are published electronically shall not be amended once published on the organisers' website unless all competitors and officials are informed and the amendments are highlighted. Any documents which require LASF approval prior to publication shall not be amended without approval from LASF.

14.2 ROAD BOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary. This itinerary and the road direction diagrams must be followed. Any deviation will be reported to the Stewards.

14.3 TIME CARDS

14.3.1 Each crew is responsible for:

- Its time card.
- Submitting the time card at the controls and for the accuracy of the entries.
- Any entries made on the time card.

Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

14.3.2 The appropriate marshal is the only person allowed to make entries on the time card, except for the sections marked "for competitor's use".

14.3.3 In case of the absence of a stamp/sticker or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control, the crew concerned will be removed from the classification.

14.3.4 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the clerk of the course.

INSURANCE

16. INSURANCE COVER

16.1 DESCRIPTION OF INSURANCE COVER

The supplementary regulations must give details concerning insurance cover taken out by the organisers.

16.2 PUBLIC LIABILITY COVER

16.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability).

16.2.2 Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the rally.

16.2.3 The insurance cover must at least be in effect during the shakedown or Free Practice and the Qualifying stage (if any) and then, for crews running within the itinerary of the rally, from the start of the first competition element until the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and re-started shall not be considered to have permanently retired.

16.3 EXCLUSION OF COVER

The service vehicles and cars used for reconnaissance, even those bearing special plates issued by the organisers, are not covered by the insurance policy of the rally.

CAR IDENTIFICATION

18. COMPETITION NUMBERS AND ADVERTISING

18.1 GENERAL

18.1.1 The organiser will provide each crew with the number identification, which must be affixed to their car in the stated positions prior to scrutineering.

18.1.2 Any advertising within this identification is obligatory and may not be refused by the competitors. No modifications are allowed to these panels.

18.2 FRONT DOOR PANELS

18.2.1 Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the organiser. Underneath this panel another panel, 67 cm wide by 17 cm high including a 1 cm white surround, containing advertisement from LASF rally commission shall be placed.

18.2.2 Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.

18.2.3 No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel.

18.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window, and positioned left or right as indicated in the supplementary regulations (this sticker is optional). An adjacent area of 15 cm x 15 cm shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

18.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 cm high with a stroke width of at least 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

18.5 ROOF PANEL

Not applicable in Lithuania

18.6 FRONT PLATE

One plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include at least the competition number and full name of the rally.

18.7 RESTRICTIONS ON ADVERTISING

18.7.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:

- It is authorised by the national laws and LASF regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It respects the regulations on competition numbers.
- It does not interfere with the crew's vision through the windows.

18.7.2 Not applicable in Lithuania

18.7.3 The text of any obligatory advertising must be clearly indicated in the supplementary regulations, or in an official bulletin before the close of entries for the rally.

18.8 ORGANISER'S OPTIONAL ADVERTISING

18.8.1 The organiser may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to €300.

18.8.2 No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a competitor if the competitor refuses such advertising.

18.8.3 Competitors who accept the organiser's optional advertising as specified in the supplementary regulations must reserve space for it. No modification of the advertising is allowed.

18.8.4 The organiser's optional advertising must be clearly indicated in the supplementary regulations. If the optional advertising is published in a bulletin, and should there be conflicts with the competitor's advertising, the competitor may refuse such optional advertising without paying any extra fee.

19. DRIVER'S AND CO-DRIVER'S NAMES

19.1 REAR SIDE WINDOWS

The first initial(s) and surname of both driver and co-driver, followed by the national flags of the country of the ASN from which they have obtained their licences, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- In white Helvetica.
- In upper case for the initial(s) and first letter of each name with the remainder in lower case.
- 6 cm high (upper case letters) and with a stroke width of 1.0 cm.

The driver's name shall be the upper name on both sides of the car.

19.2 DOOR PLATES / COMPETITION NUMBERS / DRIVERS' NAMES

Panel placement scheme is provided in Appendix I Lithuanian Rally championship and Lithuanian rally-sprint championship regulations.

DRIVING CONDUCT

20. BEHAVIOUR

20.1 GENERAL RULES

20.1.1 Crews must always behave in a sporting manner.

20.1.2 When cars are subject to parc fermé rules (Art. 42.1), they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited.

20.1.3 Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.

20.1.4 Crews must always drive in the direction of the special stage (except solely to effect a turn round).

20.1.5 On a road section that is a public road, a competition car may only be driven on four freely rotating wheels and tyres. Any infringements will be reported to the Stewards who may impose a penalty.

20.2 DURING RECONNAISSANCE

20.2.1 It is emphasised that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.

20.2.2 Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows:

- **first infringement during reconnaissance:**

-Per km per hour over the speed limit up to 30 km/h - **€6**.

-Per km per hour over the speed limit above 30 km/h - **€15**.

- **second infringement during reconnaissance:**

-Per km per hour over the speed limit up to 30 km/h - **€12**.

-Per km per hour over the speed limit above 30 km/h - **€25**.

- **third infringement during reconnaissance:**

-Per km per hour over the speed limit - **€30**.

Speeding of up to 10 km/h during reconnaissance is not considered to be infringement and therefore no fee will be applicable.

20.2.3 Other traffic infringements during reconnaissance will incur a fine applied by the Stewards according to Art. 20.4.4.

20.2.4 The amount of this fine will be unaltered by any fine imposed by the police.

20.3 EXCESSIVE SPEED DURING THE RALLY

20.3.1 Speeding during a rally will incur a fine applied by the clerk of the course as follows:

-Per km per hour over the speed limit: all drivers **€15**.

20.3.2 The amount of the fine will be unaltered by any fine imposed by the police.

20.4 TRAFFIC LAWS

20.4.1 Throughout the rally, both crew members must have a valid driving licence and must observe the national traffic laws. Infringements will be referred to the clerk of the course.

20.4.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

20.4.3 Should the police or the official decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:

- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification
- that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise
- that the facts are not open to various interpretations.

20.4.4 For the first infringement other than speeding: a penalty may be applied by the Stewards.

20.4.5 For the second infringement: a minimum of a 5-minute time penalty applied at the discretion of the Stewards.

20.4.6 For the third infringement: exclusion applied by the Stewards.

ENTRIES

21. ENTRY PROCEDURE

21.1 GENERAL

Entries must be made according to Articles 68-80 of the LASF Code.

21.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the supplementary regulations (by post, fax, e-mail, etc.), accompanied by full entry fee noted in supplementary regulations. If the application is sent by fax, by email or made electronically, the original duly signed entry form must be submitted during administrative checking. licence.

21.3 AMENDMENTS ON THE ENTRY FORM

A competitor may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

21.4 FOREIGN COMPETITORS

Foreign competitors, drivers and co-drivers are accepted to take part in rally following the requirements of Art. 70 of LASF Code and LASVOVT.

21.5 CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

Competitor may withdraw his entry before the closing date of entries. A change of competitor is permitted up to the close of entries. After the close of entries, one member of the crew may be replaced with the agreement of:

- the organisers, before the start of the administrative checks.
- the Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only LASF may authorise the replacement of both crew members or the competitor.

21.6 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

By the very fact of signing the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the Code and its appendices, these regulations and the supplementary regulations of the rally.

22. ENTRY CLOSING DATES

The closing date for entries must be no later than 2 weeks before the beginning of reconnaissance. Exceptionally LASF may authorise late entries and additional entry with increased entry fee closing date.

23. ENTRY FEES

23.1 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees.

23.2 REFUND OF ENTRY FEES

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.

23.3 PARTIAL REFUND OF ENTRY FEES

Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

24. CLASSES

24.1 CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the scrutineers. If there is any difference in the amount of entry fee it should be paid until the first stewards meeting.

RECONNAISSANCE

25. RECONNAISSANCE

25.1 RECONNAISSANCE CARS

25.1.1 Common requirements:

- The car must be painted in a single colour, with no advertising, stickers, etc.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On-board navigation equipment may be fitted.

Cars which conform to the following specifications may be used:

25.1.2 Standard Cars

- Totally unmodified standard cars as offered for sale to the general public.

25.1.3 Production Cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety rollbar complying with Articles 253-8.1 to 8.3 of Appendix J is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.
- The rims are free within the limits of Appendix J, Group N.

25.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

- a) Road-homologated series production tyres for asphalt.
- b) Free tyres for gravel, unless otherwise detailed in the supplementary regulations.
- c) Road-homologated winter tyres without competition studs.

25.3 RESTRICTION OF RECONNAISSANCE

As from the publication of the rally supplementary regulations, any driver, or his co-driver, or any other team member who has entered or intends to enter a Championship rally and who wishes to drive on any road which is or might be used as a special stage in that rally, may only do so after he has obtained the organiser's written permission. This shall not apply when the person is known to live in the area. Failure to respect this rule shall result in the driver being reported to the Stewards.

25.4 RUNNING OF RECONNAISSANCE

25.4.1 Timetable

Reconnaissance must take place according to a timetable set by the organiser. Participation in reconnaissance is not compulsory.

25.4.2 Respect of reconnaissance timetable

Only with the express authorisation of the clerk of the course may any person connected with an entered crew travel on or over the route of a special stage of the rally (except on foot) from the publication of the rally supplementary regulations.

25.4.3 Number of passages

Each crew is limited to two passages on each special stage or, when applicable, section (special stages run twice are considered to be one special stage). During reconnaissance there shall be control marshals at the start and stop point of each special stage to record the number of passages. Crews will only be permitted to enter and leave special stages through the start and finish controls. If reconnaissance is monitored by GPS system there will be two mobile crews checking the order of reconnaissance.

25.4.4 Speed during reconnaissance

The organiser may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance.

25.4.5 Shakedown stage

It is not mandatory to include shakedown in the reconnaissance schedule.

25.4.6 Number of persons

During each passage through a special stage, only the crew is permitted in the car. Only with the express authorisation of the clerk of the course may any other person be in the car during reconnaissance.

ADMINISTRATIVE AND SCRUTINEERING CHECKS

26. BEFORE THE START OF THE COMPETITIVE ELEMENT OF THE RALLY

26.1 GENERAL

26.1.1 At least one crew member must personally arrive to administrative checking. Cars may be presented at scrutineering by a representative of the team unless otherwise detailed in supplementary regulations. The organisers may schedule scrutineering as an opportunity to present crews and their cars to the public. In this case, all crew members shall attend scrutineering according to a time window announced in the supplementary regulations or via a bulletin issued by the organisers.

26.1.2 At scrutineering, competitors must present all items of clothing, including helmets and an FIA approved head retaining device (FHR), intended to be used.

26.1.3 The crew must show the cars' complete original FIA homologation form.

26.1.4 Scrutineers may require some parts to be marked.

26.1.5 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply, or may refuse the start.

26.2 TIMETABLE

A timetable for scrutineering shall be issued in the supplementary regulations or in a bulletin.

27. DURING THE RALLY

27.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the car, may be carried out at any time during the rally including Shakedown, Free Practice / Qualifying Stage when applicable.

27.2 RESPONSIBILITY OF THE COMPETITOR

27.2.1 The competitor is responsible for the technical conformity of his car throughout the rally.

27.2.2 Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-rally scrutineering until the end of the rally or until it will be allowed by these regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

27.2.3 It is also the responsibility of the competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.

27.2.4 Any fraud discovered, and in particular identification marks presented as original which have been tampered with, will be reported to the Stewards.

28. FINAL CHECKS

28.1 FINAL PARC FERMÉ

After finish formalities, cars must be placed in a parc fermé where they shall remain until released by the Stewards.

28.2 SELECTION OF CARS

Post-rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the clerk of the course to the Stewards.

28.3 HOMOLOGATION FORM

The complete original FIA homologation form and other necessary certifications must be available for final checks. For regional cars the corresponding original ASN documents must be available.

SHAKEDOWN

29. SHAKEDOWN REQUIREMENTS

29.1 GENERAL

A shakedown stage may be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars. It is optional for the organiser to include the shakedown in the rally programme.

29.2 RUNNING OF SHAKEDOWN

29.2.1 The shakedown stage shall be run as if it were a stage run during the rally and include all the appropriate safety measures.

29.2.2 The shakedown stage may be run using a super special stage or part of a stage of the itinerary of the rally.

29.1.3 For the application of Art. 20.2, the shakedown is considered to be part of reconnaissance.

29.2.4 The surface of the shakedown should be the same as the surface of the majority of the special stages.

29.3 DISCLAIMER

Any passenger on board the car during shakedown who is not entered for the rally must have signed a disclaimer provided by the organiser.

29.4 TECHNICAL REQUIREMENTS

Before the shakedown the cars must pass scrutineering.

29.5 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start.

29.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

During the shakedown, any person on board must wear a homologated crash helmet, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety harness correctly fastened. Any infringement will be penalised. Not applicable in Lithuanian rally-sprint championship.

29.7 SERVICE DURING SHAKEDOWN

Service may be carried out only in the main service park, unless otherwise permitted in the supplementary regulations of the rally.

30. FREE PRACTICE / QUALIFYING

30.1 GENERAL

30.1.1 Running of free practice/ qualifying is not mandatory in Lithuanian rally championship. On Rally Championship rallies a Free Practice / Qualifying stage will be organised for all FIA and LASF Priority Drivers (eligible drivers) in order to establish the event start order until at least the first regroup. Organiser may increase the number of participating drivers announcing it in supplementary regulations. This stage may become a shakedown stage for other competitors after Qualifying is complete.

30.1.2 Participation in Qualifying is mandatory for all FIA/LASF priority drivers.

30.1.3 The Free Practice / Qualifying stage shall:

- be run as if it were a stage run during the rally and include all the appropriate safety measures.
- form part of the rally programme, but not part of the rally results.
- be representative of the rally
- ideally be of a distance between 3 km and 5 km.

30.1.4 A competitor whose car breaks down during Free Practice or Qualifying shall nevertheless be required to attend the ceremonial start.

30.2 RUNNING OF FREE PRACTICE

30.2.1 A Free Practice stage will be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars.

30.2.2 The eligible drivers may complete a maximum of 2 passages of practice within the timeframe specified by the organisers.

30.3 BREAKDOWN DURING FREE PRACTICE

A competitor whose car is unable to complete the Free Practice stage will be required to wait for the organisers to recover the car to the end of the stage after the free practice session has finished.

30.4 DISCLAIMER

Any passenger on board the car during Free Practice who is not entered for the rally must have signed a disclaimer provided by the organiser.

30.5 RUNNING OF THE QUALIFYING STAGE

30.5.1 After the 2 passages allowed for practice, the eligible drivers will start the Qualifying stage in the order made up by LASF rally commission with a 2 minutes gap interval between each car.

30.5.2 The driver and co-driver entered must be on board the car throughout the Qualifying stage.

30.5.3 The Stewards shall decide the order of drivers who have not been classified in the previous Championship rally.

30.5.4 A starting list will be published at a time indicated in the event Supplementary Regulations. The procedures stipulated for the start of a special stage will apply. After Qualifying, the eligible drivers are not authorised to return to the Shakedown stage.

30.6 BREAKDOWN DURING QUALIFYING STAGE

30.6.1 Any car which breaks down during the Qualifying stage or during the following road section will be recovered to the parc fermé by the organisers once the Qualifying stage has finished.

30.6.2 Any driver who does not correctly complete the Qualifying stage will choose his position last. If more than one driver does not complete the stage, positions will be chosen in the order of the starting list for the Qualifying stage.

30.7 PARC FERME AFTER THE QUALIFYING STAGE

Any service on a car once it has started the Qualifying stage is prohibited. All cars which participate in the Qualifying stage must immediately and directly be brought to the parc fermé designated by the organiser and remain there until released by the Stewards.

30.8 ATTRIBUTION OF STARTING POSITIONS

Competitors will choose their start position for the rally according to the results of the Qualifying stage.

30.8.1 The fastest driver will choose his position first, then the second, followed by the third etc.

30.8.2 The location and time of day of this procedure must be specified in the event Supplementary Regulations.

30.8.3 Any driver who does not arrive on time to choose his position will automatically choose his position last.

30.9 LATE OR EARLY CHECK-IN

Any late or early check-in to the time control preceding the start of the Qualifying stage (TCQS) will be considered as an incorrect participation and Art. 30.6.2 will apply.

30.10 FALSE START

Any false start during the Qualifying stage, particularly one made before the signal has been given, will be considered as an incorrect participation and Art. 30.6.2 will apply.

30.11 SERVICE

From the beginning of the timetable for Free Practice until the individual start time of the Qualifying stage, service may only be carried out in the main service park or the service park designated by the organiser for this purpose.

CONTROLS

31. CONTROLS – GENERAL REQUIREMENTS

31.1 SIGNAGE OF CONTROLS

All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralisation control areas shall be indicated by means of LASF-approved standardised signs complying with the drawings and distances in Appendix I.

31.2 PROTECTIVE BARRIERS

An area of at least 5 m both before and after a control shall be protected by barriers on both sides of the road to enable control duties to be carried out.

31.3 STOPPING TIME IN CONTROL AREAS

The stopping time within any control area is limited to the time necessary for carrying out control operations.

31.4 READINESS TO WORK

31.4.1 Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing car.

31.4.2 Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes plus maximum lateness time after the due time of arrival of the last competing car.

31.5 SEQUENCE OF CONTROLS AND DIRECTION

31.5.1 Crews must check in in the correct sequence of controls and in the direction of the rally route.

31.5.2 It is prohibited to re-enter a control area.

31.6 MARSHALS' INSTRUCTIONS

31.6.1 Crews are obliged to follow the instructions of the marshals of any control. Failure to do so will be reported to the Stewards.

31.6.2 All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

31.7 MEDIA ZONES (WHEN APPLICABLE)

A barriered media zone will be established prior to the yellow time control board at service parks, remote services or regroup parks and within the holding park before the podium procedure at the finish. Access to this media zone shall be limited to personnel holding the appropriate pass.

31.8 ON-BOARD CAMERA DATA EXCHANGE AND CAMERA MAINTENANCE POINTS

The organisers may establish on-board camera (OBC) data exchange points within the itinerary. Such points must be notified in a bulletin (which may be issued by the clerk of the course) and are solely for the exchange of video data and adjustments/maintenance of the cameras.

Video data may also be exchanged and cameras maintained in the media zone, in regroupes or parc fermés and at the exit of remote refuel zones with the agreement of the clerk of the course. If it is required that this work should be done only in the presence of a member of the team, the team must inform the clerk of the course of this request before the start of the rally.

All such work carried out will be done under the supervision of a marshal or rally official.

32. PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

33. TIME CONTROLS

33.1 OPERATION

At these controls, the marshals shall mark on the time card the time at which the card was handed in. Timing will be recorded to the complete minute.

33.2 CHECK-IN PROCEDURE

33.2.1 The check-in procedure begins at the moment the car passes the time control area entry board.

33.2.2 Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

33.2.3 The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.

33.2.4 The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.

33.2.5 Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.

33.2.6 The check-in time is the time obtained by adding the target time to the special stage start time or the previous TC time, these times being expressed to the minute.

33.2.7 The check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this check-in time.

33.2.8 The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.

33.2.9 The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

33.2.10 Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

a) For late arrival: 10 seconds per minute or fraction of a minute.

b) For early arrival: 1 minute per minute or fraction of a minute.

33.2.11 Provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty.

33.2.12 If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the clerk of the course.

33.2.13 At the discretion of the clerk of the course, a crew which has been penalised for early arrival may be neutralised for the amount of time necessary for it to leave at the time originally envisaged.

33.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

When a time control is followed by a start control for a special stage, the following procedure shall be applied:

33.3.1 At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.

33.3.2 If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.

33.3.3 Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crew shall start according to the procedure laid down in these regulations.

33.3.4 If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.

33.3.5 The stage start time shall then be the start time for calculating the check-in time for the next time control.

33.3.6 The time card shall be given back to the crew when there is 30 s. Left to the start.

34. LATENESS

34.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a leg will result in the competitor concerned being removed from the classification by the clerk of the course. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

34.2 EARLY ARRIVAL

Early arrival shall under no circumstances permit crews to reduce the lateness.

34.3 NOTIFICATION OF LATENESS

Exceeding the maximum permitted lateness may only be announced at the end of a section.

35. REGROUPING CONTROLS

35.1 PROCEDURE AT A REGROUP

35.1.1 On arrival at regrouping controls, crews will receive instructions concerning their starting time. They must then drive their car as directed by marshals. Afterwards the engines must be stopped and the crew must leave the parc fermé.

35.1.3 When a regroup does not exceed 15 minutes, crews may remain in this regroup.

35.2 EXIT FROM A REGROUP

After a regroup during a Leg, the cars shall restart in the order of arrival at the regroup.

SPECIAL STAGES

36. GENERAL

36.1 TIMING

For special stages, timing will be to the tenth of a second. For free practice and qualifying stages, timing will be to the thousandth of a second.

37. SPECIAL STAGE START

37.1 START POINT

Special stages commence from a standing start, with the car placed on the starting line.

37.2 START PROCEDURE

37.2.1 The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as a countdown clock and/or a sequential light system. In either case the system must be described in the rally supplementary regulations.

37.2.2 The electronic start procedure may be coupled to a device to detect and record if a car leaves the start line ahead of the correct signal (false start).

37.3 MANUAL START PROCEDURE

In the event of having to use a manual start procedure after handing the time card back to the crew, the start marshal will count down aloud: 30" - 15" - 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.

37.4 DELAYED START THROUGH FAULT OF CREW

37.4.1 In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the time card, the penalty then being 1 minute per minute or fraction of a minute late.

37.4.2 Any crew refusing to start a special stage at the time allocated to it will be reported to the Stewards, whether the special stage is run or not.

37.4.3 Any car not able to start from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place.

37.5 DELAY OF A SPECIAL STAGE

When the running of a stage has been delayed for more than 20 minutes, the spectators must be advised that the stage is about to recommence before the passage of the next competing car. Alternatively the stage shall be stopped.

37.6 FALSE START

A false start, particularly one made before the signal has been given, will be penalised as follows:

1st offence: 10 seconds.

2nd offence: 1 minute.

3rd offence: 3 minutes.

Further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary. For the time calculation the actual start time must be used.

38. SPECIAL STAGE FINISH

38.1 FINISH LINE

Special stages must end in a flying finish. Stopping between the yellow warning sign and the stop sign is forbidden and will be reported to the Stewards. Timing will be recorded at the finish line, using electronic beams, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

38.2 STOP POINT

The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the time card (hour, minute, second, tenth of a second and, when applicable, thousandth of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may only stamp the crew's time card and the time will be entered at the next neutralisation area or regrouping control.

39. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, each crew affected will be allocated a time which is judged the fairest. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

40. COMPETITOR SAFETY

40.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on any type of special stage, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with requirements in event regulations and have their safety belts correctly fastened. Any infringement will be penalised by the clerk of the course who may also refer the matter to the Stewards.

40.2 SOS/OK SIGNS

40.2.1 Each competing car shall carry a red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm x 29.7 cm (A3).

40.2.2 In the case of an accident where urgent medical attention is required, when possible the red “SOS” sign should be immediately displayed to the following cars and to any helicopter attempting to assist.

40.2.3 Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red “SOS” sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will be allocated a time according to Art. 39.

40.2.4 In the case of an accident where immediate medical intervention is not required, the “OK” sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist.

40.2.5 If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to other crews.

40.2.6 Any crew which is able but fails to comply with the above rules will be reported to the clerk of the course.

40.2.7 The road book shall contain a page giving the accident procedure.

40.2.8 Any crew retiring from a rally must report such final retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards’ discretion.

40.3 ACCIDENT REPORTING

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must remain at the scene and stop the following car, which must report this to the next radio point as specified in the road book and signed on the route. The laws of the country in which the rally is run must also be complied with in relation to procedures at accidents. All crews stopped by this procedure will be allocated a time according to Art. 39.

40.4 RED TRIANGLE

40.4.1 Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car’s position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the Stewards.

40.4.2 This triangle must be placed even if the stopped car is off the road.

40.5 USE OF YELLOW FLAGS

40.5.1 On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

40.5.2 A crew which has been shown the yellow flag will be allocated a time according to Art. 39.

41. SUPER SPECIAL STAGES

41.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

41.1.1 When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.

41.1.2 The inclusion of a super special stage in the rally itinerary is optional.

41.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, this information must be included in the supplementary regulations of the rally.

41.3 SAFETY PLAN

41.3.1 A separate safety plan complying with the standard safety plan must be submitted to the LASF for approval.

41.3.2 To ensure safety, the car of a competitor who fails to complete the stage will be transported to the end of the stage by the organisers.

PARC FERME

42. RULES OF PARC FERME

42.1 APPLICATION

Cars are subject to parc fermé rules:

42.1.1 From the moment they enter a regroup park until they leave it.

42.1.2 From the moment they enter and/or check in at a control area until they leave it.

42.1.3 From the moment they reach the end of the competitive element of the rally until the Stewards have authorised the opening of the parc fermé.

42.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

42.2.1 As soon as they have parked their car in the parc fermé, the drivers must stop the engine and the crew must leave the parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc fermé.

42.2.2 Crews may enter the parc fermé 10 minutes before their starting time.

42.3 PUSHING A CAR IN THE PARC FERMÉ

Only the officials on duty and/or the members of the crew are authorised to push a competing car inside a parc fermé.

42.4 CAR COVERS

Car covers may not be used.

42.5 TECHNICAL CHECKS

Technical checks may be carried out within the parc fermé by the scrutineers.

42.6 REPAIRS IN PARC FERME

42.6.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the Chief scrutineer and in the presence of a scrutineer the car may be repaired in the parc fermé. One team member will be allowed to repair, or exchange FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted on the car (i.e. seat belt, extinguisher,).

42.6.2 With the prior consent of the clerk of the course and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

42.6.3 If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute.

42.7 PARC FERME AFTER THE END OF THE RALLY

Tracking system devices and on-board cameras may be removed in the parc fermé only with the agreement of the Clerk of the Course and under the control of the marshals.

STARTS AND RE-STARTS

43. CEREMONIAL START

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser. The schedule and the place of any ceremony must be indicated in the supplementary regulations. Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally at its allocated start time provided that the Stewards are notified and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

44. RALLY START

44.1 START AREA

Before the start of the competitive element of the rally, the organisers may assemble all the competing cars in a starting area, into which cars must be driven before the start time as detailed in the supplementary regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the supplementary regulations. No service is allowed in the start area.

44.2 MAXIMUM LATENESS AT A START

Any crew reporting more than 15 minutes late at the start of a section shall not be allowed to start that section.

45. START ORDER AND INTERVALS

45.1 REVISED START ORDER REQUIREMENT

The start order shall remain unchanged until at least 10% of the total distance of the special stages detailed in the final itinerary has been completed.

45.2 REPOSITIONING OF DRIVERS

The clerk of the course may, for reasons of safety and with the knowledge of the Stewards, reposition drivers or change the time interval between cars.

45.3 START ORDER LEG 1

For these regulations, please refer to the relevant championship regulations.

45.4 START ORDER FOR SUBSEQUENT LEGS

For these regulations, please refer to the relevant championship regulations.

45.5 START INTERVAL

All cars will start at one-minute intervals unless specified otherwise in the championship regulations or rally supplementary regulations.

46. RE-START AFTER RETIREMENT / RALLY 2

46.1 GENERAL

Any crew which has failed to complete a Leg can re-start the rally from the start of the next Leg only if they confirm their intention to the clerk of the course one hour prior to the publication of the start list of the subsequent Leg. The competitor must advise the organiser of the reason for retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered. This shall apply to any car which has been not classified on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the stewards. For the requirements to re-start, please refer to the Lithuanian rally championship regulations.

46.2 REPAIRS AND SCRUTINEERING

46.2.1 Service location and time allowed

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the regroup prior to the next Leg, no later than 1 hour before the scheduled start of the first car.

46.2.2 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-rally scrutineering. The competitor must be represented during this re-scrutineering at a time to be advised by the organisers.

46.2.3 Repairs to start Leg 1/Section 2

For those cars that failed to complete the super special stage/road section (Section 1 of Leg 1), if applicable, repairs may be carried out in accordance with the above-mentioned article and the competitor may start Section 2 of Leg 1. The competitor will be deemed to have completed the super special stage /road section and will not have retired. The supplementary regulations will specify the time for those competitors who failed to complete the super special stage and/or the road section. For these regulations, please refer to the relevant championship regulations.

SERVICE

48. SERVICING – GENERAL CONDITIONS

48.1 PERFORMING OF SERVICE

48.1.1 From the first TC onwards, service of a competing car may be carried out only in service parks and remote service zones with the exception of repairs to retired cars intending to re-start. If there is no overnight parc fermé servicing is not restricted from the last TC of the leg until first TC of subsequent leg.

48.1.2 The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

48.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

48.2.1 The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 kilometre of its competing car except:

- In service parks and in remote service zones (RSZ)
- In refuel zones
- For one team member per car in official car wash areas
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.

48.2.2 The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is permitted in service parks, remote service zones, regroupings or whilst the cars are in a media zone.

49. SERVICE PARKS

49.1 GENERAL

The number and locations of service parks are laid down in the supplementary regulations and in the road book. For the maximum distance between the service parks, see the article “Rally Characteristics”.

49.2 SERVICE PARK SCHEDULES

The schedule for each car in the service park will be according to the rally itinerary with the following suggestion:

49.2.1 15 minutes before the first SS following an overnight regroup.

Not mandatory for section 1, except after a competitive element of the rally and an overnight parc fermé.

- Technical checks may be carried out within the parc fermé.

49.2.2 30 minutes between two groups of stages

- Optional if remote service zone(s) is/are used.
- Preceded by a 3-minute technical zone which may be within a regroup.

49.2.3 45 minutes at the end of each section before an overnight regroup except after the final section of the rally.

- technical checks to be carried out in the parc fermé.

49.2.4 10-minute service prior to the finish.

- Preceded by a which may be within a regroup.

49.3 SERVICE PARK IDENTIFICATION

Service parks are indicated in the rally itinerary with a time control at the entrance and exit.

49.4 SPEED INSIDE SERVICE PARKS

The speed of competition cars and service vehicles in the service parks may not exceed 30 kph, or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the Stewards.

49.5 LAYOUT OF SERVICE PARKS

49.5.1 The organiser must allocate a ‘Service Park Zone’ (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their zone. These vehicles must carry Service or Auxiliary plates.

49.5.2 Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to the service park. These vehicles will be allocated an Auxiliary plate.

50. EMPTYING AND/OR REFILLING THE TANK IN THE SERVICE PARK

When necessary as part of service, changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a service park provided that:

- The work is carried out with the knowledge of the organiser.
- Fire extinguisher with operator on standby to be provided by the competitor.
- No other work is carried out on the car while the fuel circuit is open and/or during the emptying and/or refilling operation.
- A suitable safety perimeter is established around the car.
- Only sufficient fuel is added to reach the next refuel zone.

51. FLEXI-SERVICE - 45'

51.1 GENERAL

Flexi-servicing of 45' shall permit the removal of the competing cars from a parc fermé to an adjacent service park.

51.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES

51.2.1 For the operation of 45' flexi-servicing, crews will enter the parc fermé.

51.2.2 Crews may then either enter the service park or leave their car in the parc fermé.

51.2.3 The competing car may be driven by an authorised representative of the competitor only once from the parc fermé to the service park and vice versa, respecting all the formalities of time card presentation and related penalties.

51.2.4 The competing car may be returned to the parc fermé before the 45 minutes have elapsed without penalty.

51.2.5 The operational window of flexi-servicing time is left to the discretion of the organiser but must be declared on the rally itinerary.

52. REMOTE SERVICE ZONES (RSZ)

52.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under these RSZ regulations.
- May be preceded by a 3-minute technical zone before the entrance time control.
- May incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as under these RSZ regulations, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in towns or centres of population.

52.2 NUMBER OF TEAM PERSONNEL

52.2.1 At a remote service zone, the following may work on their car(s):

- For one car, the crew plus up to 4 team personnel. These team personnel shall remain the same while the car is in the zone.

- For competitors of priority drivers or competitors running multiple entries, the crew plus up to 4 team personnel per car. These team personnel may be exchanged between cars within the zone.

52.2.2 The zones must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route. The replenishment of driver drink containers shall not be considered as work on a car.

52.3 ELIGIBLE EQUIPMENT AND TOOLS

52.3.1 Whilst in a remote service zone the following is permitted:

- The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand tools and plain water
- The use of equipment or parts and tools carried on board the competing car
- The use of battery-operated tools including any necessary lighting
- The addition of plain water to the car systems for which a filling device may be used

- The use of brake bleeding and car cleaning equipment/material.

52.3.2 Ground sheets must be used.

52.3.3 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the remote service zone and operated by an additional person (other than the allowed 4 team personnel). This person may not touch the car or any parts to be fitted to the rally car.

52.3.4 The fitting of extra lights on or into the car is permitted at remote service zones. The extra lights, tyres and the necessary tools to fit them may be transported to the RSZ in a service car.

52.3.5 Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.

52.4 RSZ VEHICLE PASS

One vehicle pass per competing car will be issued by the organiser for transport of team personnel and eligible equipment and tools to the RSZ.

52.5 TYRE FITTING ZONE (TFZ)

At each tyre fitting zone:

- No work is allowed within the marked zone other than for the crew alone to change the wheels, and only using equipment carried on board the competing car.

- No team personnel may be present in the zone other than as allowed by Art. 60.8.

- It is compulsory for all cars to pass through the tyre fitting zone and to stop at the tyre marking zone (if any) even if wheels are not changed.

- A wheel / tyre marking and barcode reading zone at which each car must stop will be established at the exit of each tyre fitting zone.

The transportation of the tyres to the TFZ will be specified in the supplementary regulations of each rally.

52.6 LIGHT FITTING ZONE (LFZ)

At each light fitting zone:

- No work is allowed within the marked zone other than for 2 team personnel to fit auxiliary lights, using hand-held tools and under the supervision of rally officials at all times.

- The 2 team personnel may enter the zone only after their respective car has entered the time control and must leave immediately after the auxiliary lights have been fitted.

- The extra lights and tools to fix them may be transported to the zone in a service car.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

54. RALLY RESULTS

54.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times and all the time penalties incurred on road sections, together with all other penalties expressed in time.

54.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as follows:

54.2.1 Unofficial Classifications: classifications distributed by the organiser during the rally

54.2.2 Partial Unofficial Classifications: classifications published at the end of a Leg.

54.2.3 Provisional Final Classification: classification published by the organiser at the end of the rally.

54.2.4 Official Final Classification: classification approved by the Stewards.

54.2.5 In the event of the Provisional Final Classification being delayed, a new time must be advised by a Communication on the official notice board(s).

54.3 DEAD HEAT IN A LEG OR CHAMPIONSHIP RALLY

54.3.1 In the event of a dead heat in a Leg, the competitor who sets the best time on the first special stage of a Leg, which is not a super special stage, will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

54.3.2 In the event of a dead heat in a rally, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

54.4 FAIR AND IMPARTIAL COVERAGE

The organiser of a rally shall ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the rally.

55. PROTESTS AND APPEALS

55.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with the Lithuanian automobile sports Code.

55.2 PROTEST FEES

For these regulations, please refer to the relevant championship regulations.

55.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit is specified in the relevant championship regulations.

55.4 EXPENSES

55.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

55.4.2 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

55.5 APPEALS

The supplementary regulations shall contain information on the National Appeal Deposit.

56. RALLY PRIZE-GIVINGS

56.1 PODIUM CEREMONY

The competitive element of the rally will finish at the "Finish Time Control IN".

56.2 PRIZE-GIVING

Prize-giving ceremony is left to the discretion of the organizer, however information about this ceremony must appear in the supplementary regulations.

57. ANNUAL LASF PRIZE-GIVING

57.1 ATTENDANCE REQUIREMENTS

Any driver and any co-driver winning LASF Championship must be present at the annual LASF prize-giving ceremony.

57.2 ABSENCE

Save in a case of force majeure, absence will entail a fine imposed by LASF.

FUEL – REFUELLING

58. REFUELLING AND PROCEDURES

58.1 LOCATION

58.1.1 Except as detailed for the change of a fuel tank, crews may refuel only in the designated refuelling zones (RZ) or at commercial filling stations on the rally route designated by the organiser in the supplementary regulations and in the road book.

The refuel zones may be located at:

- the exit of service parks
- the exit of remote service zones
- remote locations on the rally route.

58.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book.

58.1.3 The entry/exit of refuel zones shall be marked by a blue can or pump symbol except commercial filling stations.

58.1.4 The presence of a fire appliance and/or appropriate safety measures is required to be arranged by the organiser at any refuel zone (not applicable at commercial filling stations).

58.1.5 If there are no filling stations on the route of the rally, the organiser may arrange for the distribution of one supply of fuel, in conformity with Appendix J, to the crews via a centralised system. Such refuel points must respect all the same safety conditions as for refuel zones.

58.1.6 A car may be pushed out of the RZ by the crew, officials and/or the two team members without incurring a penalty.

58.2 PROCEDURE IN RZ

58.2.1 Only actions inside an RZ directly involved in the refuelling of the competing vehicle are permitted.

58.2.2 In all RZs, a 5 kph speed limit will apply.

58.2.3 It is recommended that mechanics wear fire-resistant clothing.

58.2.4 The responsibility for refuelling is incumbent on the competitor alone.

58.2.5 Engines must be switched off throughout the refuelling operation.

58.2.6 It is recommended that the crew remain outside the car during refuelling; however, should they remain inside, their safety belts must be unfastened.

58.2.7 Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access the RZ.

58.3 PROCEDURE AT COMMERCIAL FILLING STATIONS

58.3.1 Drivers may use commercially available pump fuel dispensed from pumps at commercial filling stations or from organiser distribution points, marked in the road book. This fuel must be dispensed directly into the tank of the competing car.

58.3.2 The crew must use solely the equipment on board and only the pumps with no external physical assistance.

58.3.3 Cars equipped only with FIA-specified refuel couplings and using fuel from commercial fillings stations must transport the adaptor in the car and show it at pre-rally scrutineering.

TYRES AND WHEELS

60. GENERAL

60.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

60.1.1 COMPLIANCE

All tyres must comply with this article.

60.1.2 MOULDED TYRES

Not applicable in Lithuania.

60.1.3 TREATMENT OF TYRES

Not applicable in Lithuania.

60.1.4 BARCODE NUMBER

Tyres may have moulded barcode numbers supplied by the 2015 FIA-approved barcode. These barcodes will be used to check that the same tyres remain fitted to a particular car between tyre changes and that competitors are not exceeding the maximum quantities allowed. The tyre barcode must always be visible from outside the car.

60.1.5 TYRE QUANTITIES

All drivers may use only the maximum quantity of tyres detailed in the rally supplementary regulations or championship regulations.

60.1.6 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

The use of any device for maintaining the full performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air.

60.1.7 RIMS

Any device designed to clamp the tyre to the rim is not permitted.

60.1.8 TYRE FITTING

The maximum pressure for fitting the tyre onto the rim is 8 bars at 20°C; this pressure must allow the tyre to stick to the outer walls of the rim.

60.1.9 TARMAC TYRE

At all times during the rally, the tread depth of the tarmac tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks. Tarmac tyres must be homologated by the FIA. Important: no tyres homologated before 1/05/2013 are allowed.

60.1.10 TARMAC TYRE FOR SNOW

If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.

60.1.11 GRAVEL TYRE

See Appendix J.

60.1.12 STUDDED GRAVEL TYRE FOR SNOW

If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.

60.1.13 TYPE OF TYRES TO BE USED

The make of tyres is free.

60.7 CONTROL

At any time during the rally, controls may be carried out to check the conformity of the tyres. Any tyre which is not in conformity will be marked with a special stamp and must not be used.

60.8 TYRE MARKING / CONTROL ZONES

A wheel/tyre marking /barcode reading zone may be established at the exit of the authorised service parks or remote service zones and at the start of the shakedown or rally leg. For the sole purpose of assisting the tyre marking procedure, one team member for each crew may access this zone.

The crew has to stop its car and wait for the instructions of the scrutineers and/or marshal. In the absence of scrutineers or marshals, the crew may leave the zone without stopping. A tyre mark checking zone may be established at the entrance of the authorized service parks and remote service zones.

60.9 ROAD SECTIONS

When no Special Stages are involved, non-registered pattern tyres may be used on road sections.

60.10 TYRE PRESSURE ADJUSTMENT

The adjustment of tyre pressure is permitted:

- When the start of a stage is delayed by more than 10 minutes for any competitor.
- In regroupings of more than 10 minutes duration for any competitor, if followed by a special stage or super special stage.

60.11 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the areas where a tyre change is authorised.

60.12 TYRE SUPPLIER AT SPECIAL STAGE STOP POINT

Not applicable in Lithuania.

60.13 AVAILABILITY OF TYRES

All tyres used in the Rally Championships must be readily available commercially.

MECHANICAL COMPONENTS

63. MECHANICAL COMPONENTS

63.1 ENGINE REPLACEMENT

63.1.1 In the case of engine failure between scrutineering and the first time control, it is permitted to replace the engine. However, a 5-minute penalty will be applied by the clerk of the course.

63.1.2 Other than above, the same engine block must be used from passing scrutineering until the finish of the rally.

63.2 TURBOCHARGERS

63.2.1 The turbocharger and compressor shall here in after be referred to as 'compressor'.

63.2.2 The regulations in force concerning the air restrictor and marking remain applicable (Articles 254-6.1 and 255-5.1.8.3 of Appendix J).

63.2.3 The compressor fitted to the car and one spare compressor will be checked and sealed with seals bearing the same number at pre-rally scrutineering.

63.2.4 The compressors will bear the car's number and be used exclusively on that car.

63.2.5 All used compressors must remain sealed from pre-rally scrutineering until the end of the rally in order that scrutineers may check their conformity.

63.2.6 The above rules are also compulsory for all cars whose compressors are not equipped with an air restrictor. In this case, the compressors will be marked only for the purpose of counting them.

63.3 TRANSMISSIONS

63.3.1 For each car of the FIA/LASF priority drivers, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.

63.3.2 These spare components and those fitted to the car will be marked/sealed at initial scrutineering. The application of this rule to other cars entered is left to the discretion of the organisers in agreement with LASF.

63.3.3 The marking/sealing will permit the competitor to replace the clutch and associated accessories.

63.3.4 All the components will be identified by the car's competition number (e.g. Car No.1 – Gearbox 1, spare gearbox 1R).

63.3.5 All marking/sealing will be carried out in accordance with the details published by the FIA for the different models of car.

63.3.6 The gearboxes and differentials may be changed in any service park, provided that the scrutineers have been informed beforehand of the intention to do so.

63.3.7 On condition that the seals and markings of a dismantled gearbox/differential(s) remain intact, the parts may be re-used on the same car.

63.3.8 The marking/sealing must remain intact from pre-rally scrutineering until the end of the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

65. ADDITIONAL CAR REQUIREMENTS

65.1 ON-BOARD CAMERAS

65.1.1 If required by the organiser or Championship Promoter (if applicable), the competition car must carry an on-board camera or other recording device. This will be fitted by the organiser or Championship Promoter and approved by the scrutineer.

65.2 TRACKING SYSTEM

If required in Championship regulations, all cars must be fitted with a safety tracking system. The installation will be checked before the start of free practice/qualifying or/and TC0. Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

65.3 NOISE LEVEL IN THE SPECIAL STAGES

For safety reasons, on special stages only, the possibility of bypassing the exhaust silencer is recommended, provided that the exit of the exhaust gases is in conformity with Appendix J and, for cars fitted with a catalytic converter, that the gases themselves pass through this catalytic converter. At any time on the road sections, the noise level must be in conformity with Appendix J.

This document is applicable on 01.12.2015.