

# RALLY GUIDE I



*14-15 06 2019*

*Attention! It's not official, but only an informative document*

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## I. INTRODUCTION

### GREETING WORD OF KELMĖ MAYOR MR. VACLOVAS ANDRULIS

I would like to welcome all rally enthusiasts to traditional Rally festival in Kelme. The festival “Rally Žemaitija 2019” happening in June 14-15 is the sixth festival already. I am really happy that Rally organizers and participants have become fond of our region and that they organize thrilling festivals there.

I wish successful starts for all sportsmen, wonderful emotions for spectators and successful participation and victories for Kelme citizens.



*Festival Patron Vaclovas Andrulis Mayor of Kelme Municipality*

### GREETING WORD OF LASF PRESIDENT MR. SAULIUS GIRDAUSKAS

We can't imagine the beginning of summer without „Rally Žemaitija“ organized in Kelme for six years already. It has always been the most thrilling and full of unforgettable moments and emotions „Lithuanian Automobile rally championship event, where every single sportsman wants to participate.

Rally in Lithuania has been counting almost 90 years and everything started from only 14 crews. Now a lot of drivers willingly sit at the steering wheel of their automobiles, while thousands of sports enthusiasts follow every kilometre with pounding hearts. Support has been growing for years and more and more enthusiasts come to the event. Such enthusiasm is a great victory for Lithuanian automobile sport.

I would like to thank the organizers, who have become more and more professional every year. The 5th event of “Rally Žemaitija” organized last year surpassed the expectations of both participants and spectators and this year Kelme organizers promise more impressive two days rally fiesta. I am really proud that due to successful organizing, the festival is safe, professional and impressive every year.

I would like to wish the participants that the competitions in this rally event were dashing, persistent and successful. Wish you passion, which would lead you to the best results. I with the spectators unforgettable impressions and the weekend full of speed. We will meet in Kelme June 14-15.



*LASF President Saulius Girdauskas*

### GREETING WORD OF RALLY ORGANIZER MR. TOMAS SAVICKAS

June 14-15 are the days in Kelme where rally souls come together. Kelme will become Lithuanian summer race base for the sixth time. After “Winter rally”, for more than 4 months of peaceful period, all fastest crews will at last demonstrate what they managed to create between the seasons: how their sports technical park has changed and what new sportsmen duets will compete for the „Rally Žemaitija“ trophies.

The event of this year will be full of surprises, which would be a great excitement for fans – what are they- intrigue, which will become a reality during „Rally Žemaitija 2019“, but I am sure that rally weekend will be wonderful both in town and special stages.

I really hope that the participants will go home excited about passionate competition and positive atmosphere and organization, while spectators – full of beautiful views of the hunt for “Rally Žemaitija 2019” trophies.

I kindly invite everybody, who is a fan of automobile sport, to Kelme and its surroundings, where rally rhythm will demonstrate that a real master here is speed.



*Kelme ASK president Tomas Savickas*






## HISTORY OF „RALLY ŽEMAITIJA“

### „RALLY ŽEMAITIJA - 2014“

2014.07. 25-26 • startavo/started - 38 • finišavo/finished - 26 • žvyras/gravel 123.70 km • 11 GR/SS

Vieta Rank	Šalis Country	I Vairuotojas - II Vairuotojas Driver - CoDriver	Automobilis / Car	Komanda / EntrantTeam	Rezultatas Result
1.		Švedas Vytautas Sakalauskas Žilvinas	 Mitsubishi LancerEvo X	Juta KSK	1:05:45.0
2.		BulantsevIgor Danilova Marina	 Mitsubishi LancerEvo IX		1:09:08.2
3.		Čapkauskas Ramūnas Šipkauskas Tomas	 Mitsubishi LancerEvo IX		1:09:39.3







### 2014 m. LIETUVOS RALIO ČEMPIONATO III ETAPAS / 3Eventof 2014 Lithuanian RallyChampionship

1.		Švedas Vytautas Sakalauskas Žilvinas	 Mitsubishi LancerEvo X	Juta KSK	1:05:45.0
2.		BulantsevIgor Danilova Marina	 Mitsubishi LancerEvo IX		1:09:08.2
3.		Čapkauskas Ramūnas Šipkauskas Tomas	 Mitsubishi LancerEvo IX		1:09:39.3

### 2014 m. BALTARUSIJOS RALIO ČEMPIONATO II ETAPAS / 2 Eventof 2014 BelarusRallyChampionship







1.		VyazovichSergey KrishkevichIvan	 Subaru ImprezaSTi N12		1:11:09.6
2.		GoloborodkoAndrey Saudargas Gediminas	 Mitsubishi LancerEvo IX		1:16:19.1
3.		SemenchukYuriy MelnichenkoMikhail	 Ford Fiesta ST		1:20:55.9

### 2014 m. LIETUVOS RALIO SPRINTO ČEMPIONATO II ETAPAS / 2 Eventof 2014 Lithuanian RallySprintChampionship

1.		Michalauskas Eugenijus Baltramiejūnas Tomas	 Mitsubishi LancerEvo IX		34:46.3
2.		Firantas Giedrius Valiulis Matas	 BMW 325		35:33.5
3.		Rudaitis Edvinas Pagirskas Edvinas	 Ford Fiesta	Kelmės ASK	36:46.6

### „RALLY ŽEMAITIJA - 2015“







2015.06.26-27 • startavo/started - 49 • finišavo/finished - 23 • žvyras/gravel 130.45 km • 9 GR/SS

Vieta Rank	Šalis Country	I Vairuotojas - II Vairuotojas Vairuotojas Driver - CoDriver	Automobilis / Car	Komanda / EntrantTeam	Rezultatas Result
1.		VorobjovsJānis MālnieksAndris	 Mitsubishi LancerEvo X		1:08:19.4
2.		Čapkauskas Ramūnas Šipkauskas Tomas	 Mitsubishi LancerEvo IX		1:08:22.1
3.		Notkus Giedrius Strižanas Dalius	 Mitsubishi LancerEvo IX		1:08:33.0

### 2015 m. LIETUVOS RALIO ČEMPIONATO IV ETAPAS / 4 Eventof 2015 Lithuanian RallyChampionship

1.		VorobjovsJānis MālnieksAndris	 Mitsubishi LancerEvo X		1:08:19.4
2.		Čapkauskas Ramūnas Šipkauskas Tomas	 Mitsubishi LancerEvo IX		1:08:22.1
3.		Notkus Giedrius Strižanas Dalius	 Mitsubishi LancerEvo IX		1:08:33.0

### 2015 m. LIETUVOS RALIO SPRINTO ČEMPIONATO III ETAPAS 3 Eventof 2015 Lithuanian RallySprintChampionship

1.		Valeiša Egidijus Reisas Povilas	 BMW M3		46:55.7
2.		Raišys Karolis Kašalynas Mindaugas	 BMW M3 E36		47:03.4
3.		Ramonas Gediminas Būzius Kęstutis	 Mitsubishi LancerEvo X		47:09.4

**„RALLY ŽEMAITIJA - 2016“**

2016.06.16-18 • startavo/started - 51 • finišavo/finished - 31 • žvyras/gravel 121.80 km • 9 GR/SS

Vieta Rank	Šalis Country	I Vairuotojas - II Vairuotojas Driver - CoDriver	Automobilis / Car	Komanda / EntrantTeam	Rezultatas Result
1.		<b>TidemandPontus Andersson Jonas</b>	 Škoda Fabia R5	TGS Worldwide OU	<b>1:02:31.2</b>
2.		<b>RovanperäKalle Pietiläinen Risto</b>	 Škoda Fabia R5	TGS Worldwide OU	<b>1:02:41.0</b>
3.		<b>Žala Vaidotas Žala Žygimantas</b>	 Mitsubishi LancerEvo IX	VšĮ Ralio ratai	<b>1:04:27.9</b>






**2016 m. LIETUVOS RALIO ČEMPIONATO IV ETAPAS / 4 Event of 2016 Lithuanian Rally Championship**

1.		<b>Žala Vaidotas Žala Žygimantas</b>	 Mitsubishi LancerEvo IX	VšĮ Ralio ratai	<b>1:04:27.9</b>
2.		<b>VorobjovsJānis MālnieksAndris</b>	 Mitsubishi Mirage RS Proto	VorobjovsRacing	<b>1:04:45.2</b>
3.		<b>Samsonas Martynas Varža Mindaugas</b>	 BMW M3X E46	Samsonasracing.com	<b>1:06:03.5</b>

**2016 m. LATVIJOS RALIO ČEMPIONATO IV ETAPAS / 4 Event of 2016 Latvian Rally Championship**







1.		<b>RovanperäKalle Pietiläinen Risto</b>	 Škoda Fabia R5	TGS Worldwide OU	<b>1:02:41.0</b>
2.		<b>VorobjovsJānis MālnieksAndris</b>	 Mitsubishi Mirage RS Proto	VorobjovsRacing	<b>1:04:45.2</b>
3.		<b>SvilisMartinš PūķisIvo</b>	 Mitsubishi LancerEvo X	VorobjovsRacing	<b>1:07:25.0</b>

**JUNIOR**

1.		<b>SesksMārtiņš VilsonsReinis</b>	 Peugeot 208 R2	LMT AutosportaAkadēmija	<b>1:11:42.3</b>
2.		<b>Pipiras Jonas Baubinas Ričardas</b>	 Ford Fiesta R2T	VšĮ Čapkasko autosportas	<b>1:12:39.7</b>
3.		<b>BelokoņsDaņila FreiberģsTom</b>	 Ford Fiesta R2T	VorobjovsRacing	<b>1:12:59.3</b>

**„RALLY ŽEMAITIJA - 2017“**

2017.06.16-17 • startavo/started - 61 • finišavo/finished - 41 • žvyras/gravel 115.95 km • 9 GR/SS

Vieta Rank	Šalis Country	I Vairuotojas - II Vairuotojas Driver - CoDriver	Automobilis / Car	Komanda / EntrantTeam	Rezultatas Result
1.		<b>VorobjovsJānis PūķisIvo</b>	 Mitsubishi Mirage RS Proto Evo II	VorobjovsRacing	<b>59:49.2</b>
2.		<b>Švedas Vytautas Sakalauskas Žilvinas</b>	 Mitsubishi LancerEvo X	Juta KSK	<b>1:00:27.7</b>
3.		<b>Vanagas Benediktas Vičkačkaitė-Lauciuvienė Agnė</b>	 Škoda Fabia R5	General FinancingteamPitlane	<b>1:01:00.8</b>

**2017 m. LIETUVOS RALIO ČEMPIONATO III ETAPAS / 3 Event of 2017 Lithuanian Rally Championship**







1.		<b>VorobjovsJānis PūķisIvo</b>	 Mitsubishi Mirage RS Proto Evo II	VorobjovsRacing	<b>59:49.2</b>
2.		<b>Švedas Vytautas Sakalauskas Žilvinas</b>	 Mitsubishi LancerEvo X	Juta KSK	<b>1:00:27.7</b>
3.		<b>Vanagas Benediktas Vičkačkaitė-Lauciuvienė Agnė</b>	 Škoda Fabia R5	General FinancingteamPitlane	<b>1:01:00.8</b>

**HISTORIC**

1.		<b>Ramanauskas Tomas Janulevičius Virgilijus</b>	 Subaru Impreza	Rally 4 FUN	<b>1:02:46.1</b>
2.		<b>HollandDavid Raišys Karolis</b>	 Ford Escort		<b>1:02:53.4</b>
3.		<b>HollandMick Kairys Karolis</b>	 Ford Escort		<b>1:03:29.4</b>









## 2017 m. LIETUVOS RALIO SPRINTO ČEMPIONATO II ETAPAS/ 2 Event of 2017 Lithuanian RallySprintChampionship







1.		<b>Neško Mikus Briedis Mārtins</b>		Subaru Impreza	Kelmės ASK	<b>38:58.6</b>
2.		<b>Kaminskas Mindaugas Bagdonavičius Mindaugas</b>		Honda Civic Type R	Rally 4 FUN	<b>40:00.8</b>
3.		<b>Plastininas Vitalijus Plastininas Vytenis</b>		Mitsubishi Lancer	Mažeikių ASK	<b>40:45.5</b>

### „VIADA RALLY ŽEMAITIJA - 2018“







2018.06.15-16 • startavo/started - 63 • finišavo/finished - 45 • žvyras/gravel 111.30 km • 10 GR/SS

Vieta Rank	Šalis Country	I Vairuotojas - II Vairuotojas Driver - CoDriver	Automobilis / Car	Komanda / EntrantTeam	Rezultatas Result
1.		<b>Žala Vaidotas MālnieksAndris</b>	 Škoda Fabia R5	Agrorodeo	<b>57:53.1</b>
2.		<b>Notkus Giedrius Strižanas Dalius</b>	 Mitsubishi LancerEvo IX	ASK Autorikona	<b>1:00:26.3</b>
3.		<b>Vanagas Benediktas Čepulis Mindaugas</b>	 Škoda Fabia R5	General FinancingteamPitlane	<b>1:00:30.1</b>







## 2018 m. LIETUVOS RALIO ČEMPIONATO II ETAPAS / II Event of 2018 Lithuanian RallyChampionship

1.		<b>Žala Vaidotas MālnieksAndris</b>	 Škoda Fabia R5	Agrorodeo	<b>57:53.1</b>
2.		<b>Notkus Giedrius Strižanas Dalius</b>	 Mitsubishi LancerEvo IX	ASK Autorikona	<b>1:00:26.3</b>
3.		<b>Vanagas Benediktas Čepulis Mindaugas</b>	 Škoda Fabia R5	General FinancingteamPitlane	<b>1:00:30.1</b>

### HISTORIC

1.		<b>Černius Arūnas Ščiگلinskienė Jolanta</b>	 Subaru Legacy		<b>49:23.8</b>
2.		<b>Ramanauskas Tomas Janulevičius Virgilijus</b>	 Subaru Impreza	Mažeikių ASK	<b>49:58.0</b>
3.		<b>Andrulis Eugenijus Leliukas Gintautas</b>	 Ford Escort	Rally4FUN	<b>51:07.9</b>

## 2018 m. LIETUVOS RALIO SPRINTO ČEMPIONATO II ETAPAS 2 Event of 2018 Lithuanian RallySprintChampionship

1.		<b>Rubenis Vigo EgliteKristaps</b>	 Subaru Impreza	Mažeikių ASK	<b>29:41.1</b>
2.		<b>Simaška Justas Simaška Titas</b>	 BMW 328	Mažeikių ASK	<b>30:32.0</b>
3.		<b>Buteikis Aurimas Ketvirtis Dovydas</b>	 Honda Civic	Ukmergės AMSK	<b>30:54.7</b>

## II. “RALLY ŽEMAITIJA 2019” PRESENTATION

We invite all motorsports enthusiasts from 14 to 15 June to the traditional rally fiesta in Kelmė town, where will be held the sixth “Rally Žemaitija 2019”. Rally format has changed a lot compared to last year. Just like a few years ago, the race will take place in two days, and two completely new special stages appear on the rally map, which will probably appeal to both sportsmen and spectators. It has already become a tradition that the park of rally cars will be complemented by participants of the Lithuanian Rally Sprint Championship (LARSC) and Historic Cars. As every year, we expect guests from neighboring foreign countries, so it is expected about 70 crews on the start podium.

Participants of LARSC classification will, as usual, overcome only part of the rally track, as well the crews of "Historic" cars will have to pass the entire rally route this year. This is one of this year's "Rally Žemaitija" news. Another novelty is that the Rally HQ will settle in the new Kelmė Sports Center on Thursday, and only from Friday will move to the traditional place – Kelmė Culture Center. The Service park only from early Saturday morning will start in the traditional place – Vytauto Didžiojo street, in the city center, and all-day Friday, the service park will be installed also beside the new Kelmė Sports Center. By the way, this service park will also be used during the “Test Stage”, and the participating crews will visit here to repair and adjust their cars.

The action in Kelmė will start from Thursday. From 10:00 in the morning, in Kelmė Sports Center will begin Administrative checking, and after that, sportsmen will get acquainted with the race track up to the evening. On Friday until noon, reconnaissance is scheduled for LARSC participants, while everyone wishing to test their race cars on the "Test stage" before the rally starts will be able to do so from 11:30 to 14:30 completely near Kelmė.

Participants of LARC, "Historic" and "Rally Žemaitija 2019" will have to overcome 13 special stages in two days, and the biggest surprise for the sportsmen and for spectators is the "carousel race" on the city streets. The LARSC crews will start the rally on Friday only in the speed stage in the town, which they will pass twice. On Saturday they will continue the race till the penultimate stage, so they will have to overcome them in total 9. The race of Kelmė town streets will be on asphalt cover, all other speed sections will be on the gravel.

As always, for rally spectators are provided a few safe and comfortable monitoring areas, and through each one of them the race cars will pass twice. On the first day of the rally, you will be able to see two or three sportsmen's drives in the speed sections. On Saturday there are provided 2 spectator's areas in a different special stages, through them the crews will overcome twice. This year the rally pass will cost 10 Eur during the competition days.

### Thursday, 13-06-2019

From 10:00 in Kelmė Sports Center, J.Janonio str. 11F, there will be an Administrative checking, that will last for about 3 hours. From 10:30 reconnaissance will begins, which will take place till 20:00 evening. During the day, the crews will have to pass all the speed stages, except for the new town stage and the Test stage, where reconnaissance will be allowed only on Friday.

### Friday, 14-06-2019

From early morning, 7:00 Scrutineering of the cars of all rally participants will begin, which will be held this year at Kelmė Sports Center, J.Janonio str. 11F till 14:00. As the rally sprint championship crews will overcome a shorter race track distance, the Administrative checking for them is scheduled for Friday from 8:00 morning, and reconnaissance is open till 14:00. From 11:30 sportsmens will begins drives in the 3,45 km length Test stage (“Shakedown”), which is well-known for sportsmen from "Rally Žemaitija 2017". Starting place cover – gravel, service area – near Kelmė Sports Center. The action should end here at 14:30, and at 15:00 will begins the first meeting of Stewards at Rally Headquarters.

The first rally crews from the Kelmė Sports Center will move to the track at 16:00, and after half an hour they will start in the first stage, which will have to be repeated. This special stage is a modified version of one of the last stages of the previous "Rally Žemaitija", with a spectacular viewing area, always attracting a great interest from the rally fans, so we recommend the spectators from this place to begin observe the rally. By the way, after the first stage, it is possible exit from here, and get on time to the next spectators area, located in the town. Starting place cover – asphalt, length of the stage – 12.45 km. The second stage of the race will be

completely new for the crews, as it is included for the first time in the "Rally Žemaitija" route. It will be a really exciting stage for rally participants, but as all the crews here will pass only once, there is no provided spectator zones in this section. Starting place cover – asphalt, length – 8.2 km.

After the first section, near Kelmė sports center, there will be an hour-long regrouping without of the start position's changing, followed by an hour-long Service, and after, a solemn rally opening ceremony beside Kelmė Culture Center. From this moment in the race will start also the Rally sprint championship participants. All the crews will must overcome the 2 km length asphalt stage in Kelmė town, twice by the "carousel mode". Afterwards, once more it will be possible to use the help of mechanics in the Service park, and for the night, the cars of participants of two rally days will have to be parked in a Parc Ferme.

After the first day of the rally, a full regrouping of the start positions will be made, and after which, according to the "RALLY 2" rule, the crews which managed to handle their cars will be able to return to the race after retirement.

### **Saturday, 15-06-2019**

The second Rally day from 8:30 begins LARSC participants, other crews will start at 9:30. In this section, there are two different speed stages for sportsmen, which will have to be overcome twice. SS 6/8 is special stage with long-standing traditions in "Rally Žemaitija", and has had very different configurations in different years. Start is on asphalt cover, and the length of the stretch this year is 9.3 km. In the middle of this stage there is a well-known spectators area from the previous years, which is special, because from here it will be possible to see two consecutive jumps in. Unfortunately, there is no free entry/exit options, so we recommend the audience to come to this zone till the road closing time. After second passing of the crews, we recommend continue viewing of the rally in SS 10/12 located spectators zone.

SS 7/9 is an identical section of one of the 2018 speed stages. Starting place - asphalt, length - 4.6 km. It will be a very interesting speed stretch for rally participants, but it is quite inconvenient for viewing, so there are no provided spectators' zones in this stage.

After this section, all rally participants will return to Kelmė, where will have one more service opportunity and a short break during which will be carried out contraction of the sports channel. In the final rally section are waiting four more, the longest special stages. LARC, "Historic" and "Rally Žemaitija 2019" participants will overcome these stages twice, only Rally Sprint crews will not drive the last speed segment.

SS 10/12 is well known to the sportsmen, but towards the finish, racing track is turned by another direction compared the previous year. The starting place will be on the gravel, and the length of this section is 8.3 km. There is provided a great spectators zone, with possibility entry/exit at anytime. For LARSC participants, this will be the last stage of this rally.

SS 11/13 is a 15.2 km long stage, starting from asphalt. For remaining crews this will be the final special stage, so sportsmen will get extra points for the results achieved here. A similar but non-identical version of this stage has been carried out for a few years, but many of the modified segments will definitely be new. By the way, some parts of this stage will be driven in reverse direction.

Participants of LARSC 17:30 will return to Kelmė and will finish this rally. LARC, "Historic" and other crews of "Rally Žemaitija 2019" will appear on the finish podium at around 19:30. Afterwards, some cars will be subject for the technical inspection. The awards will start at 21:00 next to Kelmė Culture Center. At first will be awarded to LARSC crews, and after half an hour on the scene we will see the prize winners of LARC and of other classifications, followed by a festive concert for everyone.

**We are waiting for you 14 – 15 days of June in Kelmė!**



### III. CONTACT INFORMATION

#### ORGANIZER'S CONTACTS

**Name:** Kelmės ASK

**Address:** Statybininkų str. 17, Kelmė, Lithuania

**Contacts:** phone: +370 686 36522; +370 682 27744

**e-mail:** [info@kelmesask.lt](mailto:info@kelmesask.lt) **Website:** [www.rallyzemaitija.lt](http://www.rallyzemaitija.lt)

#### OFFICIALS OF THE RALLY

Official	Name, Surname	Contacts:
Chairman of Stewards	Gražvydas Smetonis	+370 687 56218
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Rally Director	Ingrida Savickienė	+370 682 27744 <a href="mailto:kelmesask@gmail.com">kelmesask@gmail.com</a>
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Press Manager	Saulenis Pociūnas	+370 612 86613 <a href="mailto:saulenisp@gmail.com">saulenisp@gmail.com</a>

### IV. PROGRAM AND IMPORTANT DATES

Action	Date	Time	Location
Supplementary Regulations publication	13-05-2019 (Monday)	15:00	<a href="http://www.rallyzemaitija.lt">www.rallyzemaitija.lt</a> <a href="http://www.lasf.lt">www.lasf.lt</a>
Entries opens	13-05-2019 (Monday)	15:00	<a href="http://www.rallyzemaitija.lt">www.rallyzemaitija.lt</a> online entry form
Entries close	03-06-2019 (Monday)	17:00	
Entries with increased starting fee close	07-06-2019 (Friday)	17:00	
Team entries opens	13-05-2019 (Monday)	15:00	Send by e-mail <a href="mailto:info@kelmesask.lt">info@kelmesask.lt</a> and/ or Rally Headquarters till 14-06-2019 14:30
Team entries close	14-06-2019 (Friday)	14:30	
Start of reservation of the schedule time for administrative checks, scrutineering and service areas	13-05-2019 (Monday)	15:00	<a href="http://www.rallyzemaitija.lt">www.rallyzemaitija.lt</a> online entry form
Closing of reservation of the schedule time for administrative checks, scrutineering and service areas	03-06-2019 (Monday)	17:00	
Preliminary start order publication	10-06-2019 (Monday)	15:00	<a href="http://www.rallyzemaitija.lt">www.rallyzemaitija.lt</a> <a href="http://www.lasf.lt">www.lasf.lt</a>
Entries for „Shakedown“ opens	13-05-2019 (Monday)	15:00	<a href="http://www.rallyzemaitija.lt">www.rallyzemaitija.lt</a> online entry form <i>Note: the maximum number of participants is 30, so the entries can be closed earlier</i>
Entries for „Shakedown“ close	03-06-2019 (Monday)	17:00	
Entries with increased starting fee for „Shakedown“ close	07-06-2019 (Friday)	17:00	

Action	Time	Location
Thursday, 13 – 06 – 2019		
Administrative checking, hand – out of the Road books, stickers and GPS equipment: <b>For LARC, Historic ir „Rally Žemaitija“ crews</b> <b>For LARSC crews</b>	10:00 – 12:00 12:00 – 13:00	Kelmė Sports Center, J. Janonio str. 11F, Kelmė GPS: 55.6300, 22.9195
Reconnaissance	8:30 – 20:00	All special stages, except SS 4/5 and except „Shakedown“
Friday, 14 – 06 – 2019		
Administrative checking, hand – out of the Road books, stickers and GPS equipment <b>Only for LARSC crews</b>	8:00 – 9:00	Kelmė Sports Center, J. Janonio str. 11F, Kelmė GPS: 55.6300, 22.9195
Reconnaissance	8:30 – 14:00	SS 4/5 for all crews. <b>SS 6-12 only for LARSC crews</b>
	8:30 – 10:30	„Shakedown“
Scrutineering, sealing and marking: <b>For crews, participating in the Test stage</b> <b>For crews, non- participating in Test stage</b>	7:00 – 10:30 10:30 – 14:30	Kelmė Sports Center, J. Janonio str. 11F, Kelmė. GPS: 55.6300, 22.9195
Drives in the Test Stage („Shakedown“)	11:30 – 14:30	Verpena, Kelmė district
Media representatives accreditation <b>Note: Accreditation will be granted only for media representatives who submitted pre-accreditation requests till 10-06-2019 (Monday) 17:00.</b>	13:00 – 19:00	Rally HQ. Kelmė Culture Center, Vytauto Didžiojo str. 73, Kelmė GPS: 55.6318, 22.9359.
Briefing for „0“ crews	14:30	Rally HQ. Kelmė Culture Center, Vytauto Didžiojo str. 73, Kelmė GPS: 55.6318, 22.9359
The first Steward’s meeting	15:00	
Publication of Start order and TEST stage results	15:30	Rally HQ, <a href="http://www.rallyzemaitija.lt">www.rallyzemaitija.lt</a>
Start of the rally	16:00	Kelmė Sports Center, J. Janonio str. 11F, Kelmė. GPS: 55.6300, 22.9195
Rally opening ceremony	19:30	Beside Kelmė Culture Center, Vytauto Didžiojo str. 73, Kelmė
Finish of the 1st rally day	22:45 – 24:00	
Saturday, 15 – 06 – 2019		
Start of the 2nd rally day	8:30	Beside Kelmė Culture Center, Vytauto Didžiojo str. 73, Kelmė
Finish of the rally: <b>LARSC classifications</b> <b>LARČ, Historic classifications</b>	17:30 – 18:00 19:25 – 20:10	
Scrutineering following rally finish	Just after finish	Raseinių str. 55, Kelmė GPS: 55.6218, 22.9605
Publication of provisional results: <b>LARSC classifications</b> <b>LARC, Historic classifications</b>	19:00 19:30	Rally HQ
Publication of final results: <b>LARSC classifications</b> <b>LARC, Historic classifications</b>	20:30 21:00	Rally HQ

Awarding ceremony: <b>LARSC classifications</b>	21:00	Beside Kelmė Culture Center,
<b>LARC, Historic classifications</b>	21:30	Vytauto Didžiojo str. 73, Kelmė

## V. INFORMATION FOR PARTICIPANTS

### PARTICIPANTS, ENTRIES

LARC and "Rally Žemaitija 2019" classifications may be attended by persons (1st-2nd drivers) who hold valid DJ, D category LASF licenses or other's countries ASN licenses valid for "A" league competitions. LARSC and "Historic" classifications may be attended by persons (1st-2nd drivers) who hold valid E (annual), DJ, D category LASF licenses or other's countries ASN licenses valid for "B" league competitions. (Article 3.1 of LARC and LARSC Regulations 2019).

Persons younger 18 years old may be allowed take part in LARC and LARSC events only by decision of Rally Committee. The persons younger 18 years old, participating in LARSC classification as the first drivers, are able to participate only by one axle powered car, with engine capacity is up to 2000 ccm. The member of crew, driving the car on a public road must have a valid category B driving license.(Art.3.2 of LARC and LARSC Regulations 2019). LARC and LARSC participants must submit LASF "Championship Entry form" (Art. 3.3 of LARC 2019 Regulations, art.3.4 of LARSC 2019 Regulations).

Online entry form, published [www.rallyzemaitija.lt](http://www.rallyzemaitija.lt) must be completed. The entry form is considered accepted after receipt of the Organizer's confirmation and having paid entry fee.

### CLASSIFICATIONS AND ENTRY FEES

**Cars involved in LARC classifications** (classifications, groups, classes):

LARC1, LARC2, LARC3, LARC4, LARC5, LARC6, BMW Cup (LARC Regulations art. 5.1.1 – 5.1.2)

**Cars involved in LARSC classifications** (classifications, groups, classes):

SG1, SG2, SG3, SG4, OPEN, 2WD (LARSC Regulations art. 5.1.1 str.)

**For „Rally Žemaitija - 2019“ classifications** are allowed all of above mentioned cars, which will be classified to groups 2WD and AWD. Sportsmen of foreign countries may take part in the rally with cars, which are in conformity to national technical requirements and 2019 FIA safety requirements.

**For „Historic“ classifications** are allowed the cars, manufactured till 31-12-1995, which are in comply with Technical regulations for national – historic cars group (LH), (Appendix 7 of this Rally Guide). Participants will be classified to groups 2WD and AWD.

Entry fees	If paid up to the deadline
LARC 1, 2 ir 3 classifications	<b>600 Eur</b>
LARC 4 ir 5 classifications	<b>480 Eur</b>
BMW Cup and LARC 6 classifications	<b>360 Eur</b>
LARSC all classifications	<b>200 Eur</b>
Only „Rally Žemaitija 2019“ AWD classification	<b>500 Eur</b>
Only „Rally Žemaitija 2019“ 2WD classification	<b>400 Eur</b>
„Historic“ all classifications	<b>300 Eur</b>
<b>Additional fees</b>	<b>If paid up to the deadline</b>
Test stage („Shakedown“) entry fee	<b>100 Eur</b>
BMW Cup + LARC classification	<b>LARC classification fee + 50 Eur</b>
BMW Cup (LARC 6) + LARSC classification	<b>BMW Cup (LARC 6) fee + 50 Eur</b>
Any LARC, BMW Cup, „Rally Žemaitija“ + Historic classification	<b>Own classification fee + 50 Eur</b>
Any LARSC classification + Historic classification	<b>LARSC classification fee + 150 Eur</b>

**After the deadline specified in the Supplementary Regulations, all taxes will be increased 50%.**

For the winners of the 2018 Lithuanian Rally Sprint Championship (LARSC) and "Junior" classification, participating in the LARC stage the entry fee is 200 EUR.

## SERVICE PARKS

### SERVICE A / B

**Place:** Kelmė Sports Centre, J. Janonio str. 11F, Kelmė **GPS: 55.6300, 22.9195**

**Date:** 14-06-2019 (Friday) **Time:** 7:00 – 21:00

Surface: asphalt.

**Area for free assigned for one crew – 40 sq.m.** Here is no opportunity to book larger areas. The Service places will be appointed by the Organizer.

### SERVICE C / D

**Place:** Vytauto Didžiojo street ( from L.Giros street till Laisvės gynėjų square), Kelmė

**GPS:** from **55.6321, 22.9389** till **55.6308, 22.9359**

**Date:** 15-06-2019 (Saturday) **Time:** 7:00 – 21:00

Surface: asphalt.

#### Area assigned for one crew:

The Organizer will appoint the location of the service, taking into account the information received in the online form. For each crew free assigned local service area till 60 sq.m. Wishing can reserve places of larger area, having paid an additional fee, specified in Appendix of Supplementary Regulations „Service park scheme for reservation of places“, which will be published [www.rallyzemaitija.lt](http://www.rallyzemaitija.lt) and [www.lasf.lt](http://www.lasf.lt), starting from 13-05-2019 (Monday). Reservation closes 03-06-2019 (Monday) 17:00. After this term Organizer will appoint places at this own discretion.

#### Service park infrastructure:

	A/B	C/D
➤ Possibility to choose a service area:	yes	no
➤ The availability of hot food:	yes	yes
➤ Possibility for hanging tents and promotional material:	yes	yes
<i>(if the pre-agreed with the Organizer)</i>		
➤ Toilets:	yes	no
➤ Free Wi-Fi:	no	no
➤ Electrical connection:	no	no
➤ Parking for trailers:	separate, close to the Service park C/D	

**Service requirements.** During all rally time servicing of rally cars is allowed only in the Service parks in compliance with 2019 Lithuanian Rally rules art articles 48-50 requirements. Refueling allowed only in refueling zones, mentioned in the Road book in compliance with 2019 Lithuanian Rally rules articles 58.1-58.3 requirements. Entering to the Service park A/B allowed 14-06-2019 (Friday) from 7:00, to the Service park C/D 15-06-2019 (Saturday) from 7:00. Only one service vehicle without trailer for the each crew will be allowed enter to the Service parks. Please leave your trailers in the Organizer 's specified place. Special sticker issued by the Organizer must be stucked on the service vehicle windscreen. Recce cars and team representative cars will not be allowed to enter to the Service parks. ***It is forbidden to wash*** the parts and machineries of cars that are using technical oils (engines, gear boxes and similar) in Service Park. In the place of servicing in the Service Park the waterproof fabric (minimum 4x4 m) must be laid under a rally car. In the refueling zone a container must be laid under the place of the neck for tank filling (to collect spilled fuel). Using pumps for refueling, the ends of the tube must be equipped with safety taps or valves.

## TIRES

During reconnaissance allowed use only certified for driving on public roads during the summer season tires, which are in conformity with Lithuanian Road Traffic law. During the rally allowed use only racing tires for gravel roads.

The crews participating in LARC must use only tires as indicated in Appendix 13 of 2019 LARC Regulations ("Tires used in LARC"). In the LARC stage the number of tires is limited to 10 units.

## FUEL

**Allowed the use of commercially available E85 fuel (bioethanol).** Every rally car, using E 85 fuel – bioethanol, must be marked by special stickers 160x120 mm, with white note **E 85** which must be written on blue background. Height of letters and the digits is 80 mm, symbol thickness - 14 mm. Stickers must be stuck on car bodywork, above rear wheel arches on both sides of the car.

**Reconnaissance** is compulsory for every crew. Reconnaissance in the test stage “(Shakedown)” is carried out only by crews participating in it. Reconnaissance allowed 13-06-2019 (Thursday) from 8:30 till 20:00 and 14-06-2019 (Friday) from 8:30 till 14:00 **in accordance with the schedule specified in the Supplementary Regulations.** All special stages, including the Test stage, are allowed to pass no more than 2 times. Identical stages will be allowed to pass only as one stage. Number of passes and infringements will be controlled GPS tracking system.

Reconnaissance may be performed only by vehicles complying with the requirements of the 2019 Lithuanian Rally rules article 25.1. During reception of the Road Book, the crew must indicate all his vehicles, which will be used for reconnaissance.

## GPS SAFETY AND TRACKING SYSTEM.

In special stages safety of all the crews safety will be ensured by safety and control GPS devices. The crew is responsible for the installation of safety and control equipment. The same device will be used during reconnaissance and during the race. The device has to be installed into the rally car before Rally start, or if the crew takes part in Test stage – before it's start.

**During the reconnaissance** participants must drive in such a way, that no caused danger or inconvenience for the people, residing close to the rally course. Driving in the opposite direction is strictly prohibited on the special stages. Remind, that speed limit in Lithuanian Republic in gravel roads in non-residential areas – 70 km/h. Somewhere allowed speed may be reduced by the Organizer's built track signs, which will be marked in the Road Book. Use anti-radars and radar detectors is prohibited.

## SCRUTINEERING, SEALING AND MARKING

**Place:** Kelmė Sports Centre, J. Janonio str. 11F, Kelmė, GPS: **55.6300, 22.9195**

**Date:** 14-06-2019 (Friday)

**For crews, participating in the Test stage** **Time:** 7:00 – 10:30  
**For crews, non- participating in Test stage** **Time:** 10:30 – 14:00

The crews can personally reserve the desired times for administration and for scrutineering in the online entry form on website [www.rallyzemaitija.lt](http://www.rallyzemaitija.lt) till 03-06- 2019 (Monday) 17:00.

During pre-starting scrutineering participants or team members must present this valid documents:

- Valid user/driver civil liability insurance (“Green card”);
- Vehicle registration document;
- Technical inspection evidence document;
- Rally car certificate (passport) issued by the LASF or parental ASN;
- Declaration of safety equipment and Declaration of used fuel;
- For cars of FIA groups “A”, “N”, “R”, Super 2000, WRC – FIA homologation form and all its appendixes, for National SG Group cars - manufacturer's representative description.

The crew must affix competition numbers and Rally stickers on the car before scrutineering. Competition numbers and Rally stickers will be issued during the administrative checking. Beforehand issuing of start numbers and Rally stickers is available by pre-agreement with Organizer.

FIA homologated FHR („Frontal Head Restraint“) system is compulsory for all crews, except only "Historic" classification's participants.



## TEST STAGE („SHAKEDOWN)

**Test stage will be carried out** 14-06-2019 (Friday) from 11:30 till 14:30.

Distance of the stage – 3,45 km, road cover – gravel. The Test Stage (“Shakedown”) is allowed to be driven no more 3 times for each crew.

All drivers wishing to take part in the test stage must to fill an online entry form on the website [www.rallyzemaitija.lt](http://www.rallyzemaitija.lt) no later 07-06- 2019 (Friday) 17:00. Test Stage entry fee 100 Eur, if paid until the deadline specified in the Supplementary Regulations. After this term payment will be increased 50%. **The maximum number of participants is 30, so the entries can be closed earlier.** Entry fee for the crews, who registered but not participated in the Test stage, in any cases, except force majeure circumstances, is not refundable.

For the cars, participating in the Test Stage, pre-start scrutineering must be carried out, the start numbers issued by the Organizer, rally and advertising stickers must be affixed to the car, and a GPS Safety and Control Device installed in the car.

Any person in the car, who performs the second driver position during Test stage, but is not included to the crew's entry form, must present to the Organizer signed consent form for the assumption of responsibility. During Test stage all persons in the car must wear helmets, clothing and safety equipment compliant by 2019 LARC (LARSC) Regulations safety requirements.

## VI. INFORMATION FOR MEDIA

**The press centre will be open during rally time:**

**Place:** Kelmė Culture Centre, Vytauto Didžiojo str. 73, Kelmė

GPS: 55.6318, 22.9359

**Date:** 14-06-2019 (Friday)

**Time:** 15:00 – 24:00

15-06-2019 (Saturday)

**Time:** 8:00 – 22:00

In the Press center for journalists, photographers, video operators and team representatives will be available:

- receive accreditations and the stickers;
- make use of free wireless internet access;
- having a personal workplace for photo/ video/ audio and textual materials processing.

**Accreditation will be granted only for media representatives, who submitted pre-accreditation requests till 10-06-2019 (Monday) 17:00.** Those wishing to obtain accreditation must present an insurance policy for accidents **at least 1500 EUR amount**. All decisions on the accreditation are carried by the Organizer. Accreditation in the rally is free. Computers and other equipment are not provided to the media.

## RULES AND CONDITIONS OF ACCREDITATION

Completed the pre-accreditation form, published on the official rally websites [www.rallyzemaitija.lt](http://www.rallyzemaitija.lt), [www.lasf.lt](http://www.lasf.lt) must be submitted by e-mail [info@kelmesask.lt](mailto:info@kelmesask.lt) till **10-06-2019, 17:00**. The original completed and signed Accreditation form and the valid accident insurance policy must be submitted to the Organizers of “Rally Žemaitija 2019” during accreditation. **The accreditation of MEDIA representatives will take place at Rally HQ, Vytauto Didžiojo str. 73, Kelmė (Kelmė Culture Centre) 14-06-2019 from 13:00 till 19:00.**

For accredited journalists, photographers and operators will be issued accreditation certificates, rally stickers, and will be provide preliminary information about the rally. **Rally Press manager: mr.Saulenis Pociūnas, phone +370 612 86613.**

Persons who have been issued with an accreditation certificate may to film, make photos and observe the competition free of charge during the rally, but but only in compliance with the Safety requirements, published in Appendix 6 of this Guide, and comply with all lawful instructions of officials, marshals and security officers. During the rally accredited persons must wear a blue vests with a number, issuing by the Organizer during accreditation. It is mandatory to pay **20 EUR cash deposit**, which will be refunded upon after delivering of the vest.

## VII. INFORMATION FOR SPECTATORS

### RALLY TICKETS

**In advance rally tickets will be available on-line [www.kakava.lt](http://www.kakava.lt) for 7 Eur.**

During rally days the tickets will be sold at Rally HQ and in the SS access roads 14 - 15 of June.

**Rally ticket price 10 Eur** for person. Rally ticket valid for both rally days and entitle the right to visit::

- All of the special stages;
- Awarding ceremony;
- Rally concert.

### SPECTATORS ZONES

There are provided four viewing areas during the rally, two every rally day.

**14-06-2019**, Friday: zone A, located SS 1/3, and zone B, located SS 4/5 in the town. Distance between zones – 18,2 km, passage time – about 20 min.

**15-06-2019**, Saturday: zone C, located SS 6/8, and zone D, located SS 10/12. Distance between zones – 18,4 km, passage time – about 30 min.

**Infrastructure of zones:** information will be provided in Rally Guide 2.

**Additional events during the rally:** information will be provided in Rally Guide 2.

**Rally results live (online and mobile application):** information will be provided in Rally Guide 2.

## VIII. HOTEL ACCOMMODATION AND RECOMMENDATIONS

- **VšĮ “Kelmės turizmo ir verslo informacijos centras”.**

**Address:** Birutės str. 4, LT-86163 Kelmė. **Phone:** +370 427 61430, Fax: +370 427 61417

**E-mail:** [direktore@kelmevic.lt](mailto:direktore@kelmevic.lt)

- **Country tourism homestead „Ažuolų slėnis“.**

**Address:** Targauskiai village, Kelmė distr. **Phone:** +370 687 32737, +370 655 69720

**E-mail:** [azuolu.slenis@gmail.com](mailto:azuolu.slenis@gmail.com), **Website:** [www.azuoluslenis.eu](http://www.azuoluslenis.eu)

The farmstead is located in the territory of the former manor - a remote area, beside Kibirkštukas lake. You'll go the road Riga - Kaliningrad, in section Šiauliai - Kelmė between 81-82 km turn right and after driving about 100 meters (inform the stand). We offer 2 - 4 beds in rooms, a swimming pool.

- **Country tourism homestead „5 Sezonas“**

**Address:** Rėžaliai village, Tytuvėnai subdistrict, Kelmė district. **Phone:** +370 61116797

**E-mail:** [info@5sezonas.lt](mailto:info@5sezonas.lt), **Website:** [www.5sezonas.lt](http://www.5sezonas.lt)

Recreation complex consists of a main house and three separate cottages for family rest adapt. The main house has five rooms adapted for recreation with mini-kitchens and separate WC and shower. Each room has a private terrace with outdoor furniture. The homestead can accommodate 28 people.

- **Country tourism homestead „Miego klinika“.**

**Address:** Raudšparnė village. Kelmė distr. **Phone:** +370 612 22203

**E-mail:** [info@miegoklinika.lt](mailto:info@miegoklinika.lt), **Website:** [www.miegoklinika.lt](http://www.miegoklinika.lt)

The homestead is located in a Kurtuvėnai regional park. Residential house (4 rooms, 2 of them with fireplace, shower, toilet inside), a separate kitchen, living room with fireplace, TV, radio.

- **Užvenčio malūnas**

**Address:** Užventis, Kelmės distr. **Phone:** +370 682 14007 Alvydas, +370 682 14008 Milda.

**E-mail:** [uzvenciomalunas@gmail.com](mailto:uzvenciomalunas@gmail.com), **Website:** [www.uzvenciomalunas.lt](http://www.uzvenciomalunas.lt)

Country tourism homestead „Kukečių sodyba“.

**Address:** Kukečių str. 40, Kukečiai, Kelmė distr. **Phone:** +370 603 73763

- **Rest house “Vėžežeris”**

**Coordinates:** 55.7567, 22.9737. **E-mail:** [info@vezezeris.lt](mailto:info@vezezeris.lt), **Website:** [www.vezezeris.lt](http://www.vezezeris.lt)

The rest house is located in Vėžežerio k. Šaukėnai subdistrict, Kelme District. There are seven lounges in the area, in the each can live 5 people. The cottages are divided into kitchen, lounge and sleeping areas. There are Turkish and Russian saunas. Outside the sauna - swimming pool (heated), jacuzzi. Here is a beautiful large lake, next to the lake - a hot tub.

➤ **Country tourism homestead „Miško vingis“**

**Address:** Bulavėnai village, Tytuvėnai subdistrict, Kelmė district.

**Phone:** +370 614 75086, +370 615 10542, **e-mail:** [miskovingis@puslapiai.lt](mailto:miskovingis@puslapiai.lt), **website:** [miskovingis.lt](http://miskovingis.lt)

Homestead is on the way Kelmė - Tytuvėnai before Bulavėnai sign (3 km from the main road).

➤ **Draugų slėnis“.**

**Address:** Paverpenis village, Kukečiai subdistrict, Kelmė district. **Phone:** +370 694 27836

We offer a variety of herbal teas. For you beautifully crafted banquet hall with bedrooms, bathhouse.

➤ **Homestead "Dranginė"**

**Address:** Verpena village, Kelmė district. **Phone:** +370 618 29956, +370 676 48247.

Number of beds 30, homestead is 3 km from Kelmė. There is a sauna, hot tub.

➤ **Country tourism homestead „Karpynė“**

**Address:** Karpynės str. 2, Gabšiai village, Raseiniai district.

**Phone:** +370 650 77437, +370 428 70123

**E-mail:** [info@karpyne.lt](mailto:info@karpyne.lt), **Website:** [www.karpyne.lt](http://www.karpyne.lt)

Geographically located in a very convenient location, near the highway Vilnius-Klaipėda, in 173 km. When driving in the direction of Klaipėda – Vilnius, in 137 km. Homestead is 30 km away from Kelmė. Here can provide accommodation for 80 people.

➤ **Šiaulių krašto medžiotojų užėiga“ \*\*\*\***

**Address:** Dubijos str. 20, Šiauliai. **Phone:** +370 41 524 526; **Fax:** +370 41 524 525

**E-mail:** [info@hoteluzeiga.lt](mailto:info@hoteluzeiga.lt), **Website:** [www.hoteluzeiga.lt](http://www.hoteluzeiga.lt)

Modern and comfortable hotel is located in the central part of town. It's a great place not only to relax, but also for seminars, conferences. The hotel is equipped a closed, video cameras secure parking, so easy arrive by bus, by car or camper van. The hotel offers for guests comfort, excellent service, quite and pithy rest.

➤ **Šaulys“ \*\*\*\***

**Address:** Vasario 16-osios str. 40, Šiauliai. **Phone:** +370 41 520 812

**E-mail:** [info@saulys.lt](mailto:info@saulys.lt), **Website:** [www.saulys.lt](http://www.saulys.lt)

Four-star hotel in the city center with 20 single rooms, 15 double rooms, 2 triple rooms, 2 suites and 2 apartments. Each room has satellite TV, Wi-Fi, a minibar, great bathrooms, and a room temperature controller. In the hotel there is restaurant, coffee bar, sauna with pool, gym, billiards, underground garage. Free use of the swimming pool and gym.

➤ **„Turnė“ \*\*\***

**Address:** Rūdės str. 9, Šiauliai. **Phone:** +370 41 500150; +370 698 79513

**E-mail:** [hotel@turne.lt](mailto:hotel@turne.lt), **Website:** [www.turne.lt](http://www.turne.lt)

The hotel is located in the city center. The hotel is near the railway and bus stations, banks, and shops. The hotel's restaurant offer a variety of European dishes. For comfort of the guests equipped a parking lot.

➤ **„Šiauliai“ \*\*\***

**Address:** Draugystės str. 25, Šiauliai. **Phone:** +370 41 437333; **Fax:** +370 41 438339

**E-mail:** [info@hotelsiauliai.lt](mailto:info@hotelsiauliai.lt), **Website:** [www.hotelsiauliai.lt](http://www.hotelsiauliai.lt)

The hotel is located in the center of Šiauliai city - the most convenient place for city guests. Close to the railway and bus stations, as well as the major cultural institutions and banks. The hotel's windows offer spectacular panoramic views of the city.

## IX. OTHER USEFUL INFORMATION

**Emergency number:** 112

**Kelmė hospital:** Nepriklausomybės str. 2, Kelmė, phone: +370 427 69200, reception ph.: +370 427 69222

**Kelmė district Police Commissariat:** Vytauto Didžiojo str. 62, Kelmė, phone: +370 427 57016

**Pagrindiniai mobiliojo ryšio operatoriai:**

- „Telia“, Vytauto Didžiojo str. 80, Kelmė, phone: +370 427 56070, [www.telia.lt](http://www.telia.lt)
- „TELE2“, Vytauto Didžiojo str. 80, Kelmė, phone: +370 607 99 733, [www.tele2.lt](http://www.tele2.lt)

**Security Services:**

- Company „Norgauda“, Kelmė subdivision, Kelmė, phone: +370 615 42419, [www.norgauda.lt](http://www.norgauda.lt)

**Technical assistance on the road, evacuators:**

- **Altas assistance, UAB**, Kelmė., Kelmė distr., phone: 1810
- **Gintautas Kaušius**, Kelmė, phone: +370 612 95754

**Petrol stations:**

- „Agrotech“, V. Putvinskio str. 37, Kelmė, phone: +370 427 61094
- „Milda“, V. Putvinskio str. 29, Kelmė, phone: +370 427 61044
- „Abromika“, Kęstučio str. 1B, Kelmė, phone: +370 427 54768

**Pharmacies in Kelmė:**

- **Benu vaistinė**, Nepriklausomybės str. 2, Kelmė, phone: +370 620 80609
- **Eurovaistinė**, Vytauto Didžiojo str. 80, Kelmė, phone: +370 800 50005
- **Gintarinė vaistinė**, Vytauto Didžiojo str. 84A, Kelmė, phone: +370 686 19173
- **Norfos vaistinė, UAB**, S. Šilingo str. 5, Kelmė, phone: +370 686 10348

**Pharmacies in Kražiai:**

- **Gintarinė vaistinė**, Dariaus ir Girėno g. str. 35, Kražiai, Kelmė distr., phone: +370 427 58291

**Taxi services:**

- **Taksi, K. Juciaus IVV**, Kelmė, tel. 8 639 00660

**Insurance Companies:**

- **Lietuvos draudimas**, Kelmė subdivision, Vytauto Didžiojo str. 84A, Kelmė, phone: **1828**

**Feeding:**

- Refectory „**Vilbėnas**“, Vytauto Didžiojo str. 51, Kelmė, ph. +370 427 51565 Working hours 8–16 (I–V)
- Petrol station „**Agrotech**“, V. Putvinskio str. 37, Kelmė, phone +370 427 61094 Working hours 8 – 19
- Cafe – bar „**Audit**“, Vytauto Didžiojo str. 64, Kelmė, phone +370 615 35717 Working hours 11– 03
- Cafe „**Kelmynė**“, Dariaus ir Girėnostr. 13, Kelmė, phone +370 652 87569 Working hours 11–22
- Cafe „**Svetainė**“, Vytauto Didžiojo str. 80A, Kelmė, phone +370 648 79679 Working hours 11 – 02
- Pizzeria „**Materija**“, Vytauto Didžiojo str. 49, Kelmė, phone +370 427 51949 Working hours 10 – 22
- Cafe „**Kražita**“, M.Valančiaus str. 42, Kražiai, phone +370 676 12694 Working hours 10-20

**Speed limits in Lithuania:**

In residential areas: 50 km/h;

In non-residential areas: on gravel roads – 70 km/h, on asphalt roads – 90 km/h.

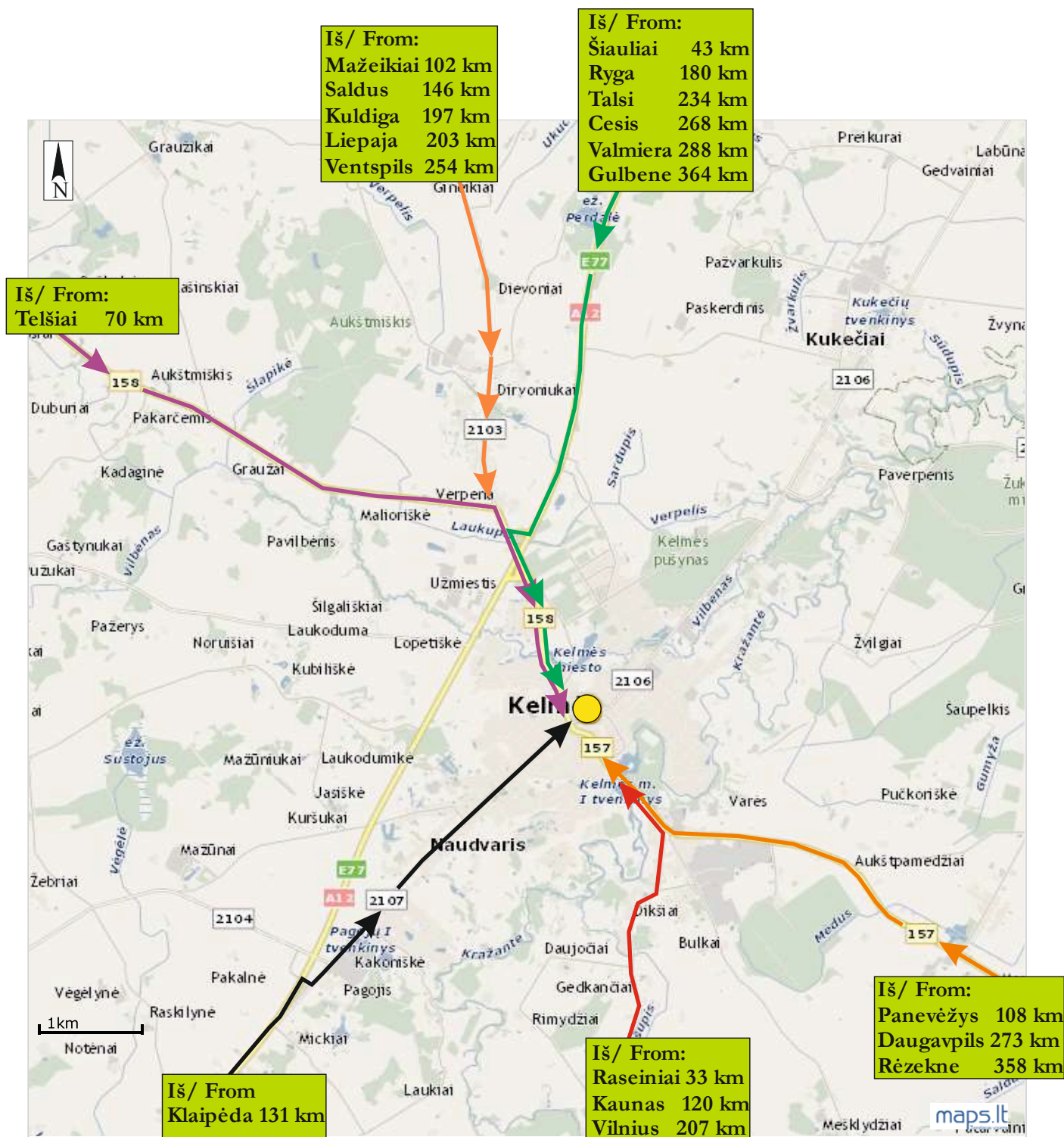
**Weather prediction (Lithuanian Hydrometeorological Service):** [www.meteo.lt](http://www.meteo.lt)

**Maps on the web, addresses, place names, etc.:** [www.maps.lt](http://www.maps.lt)



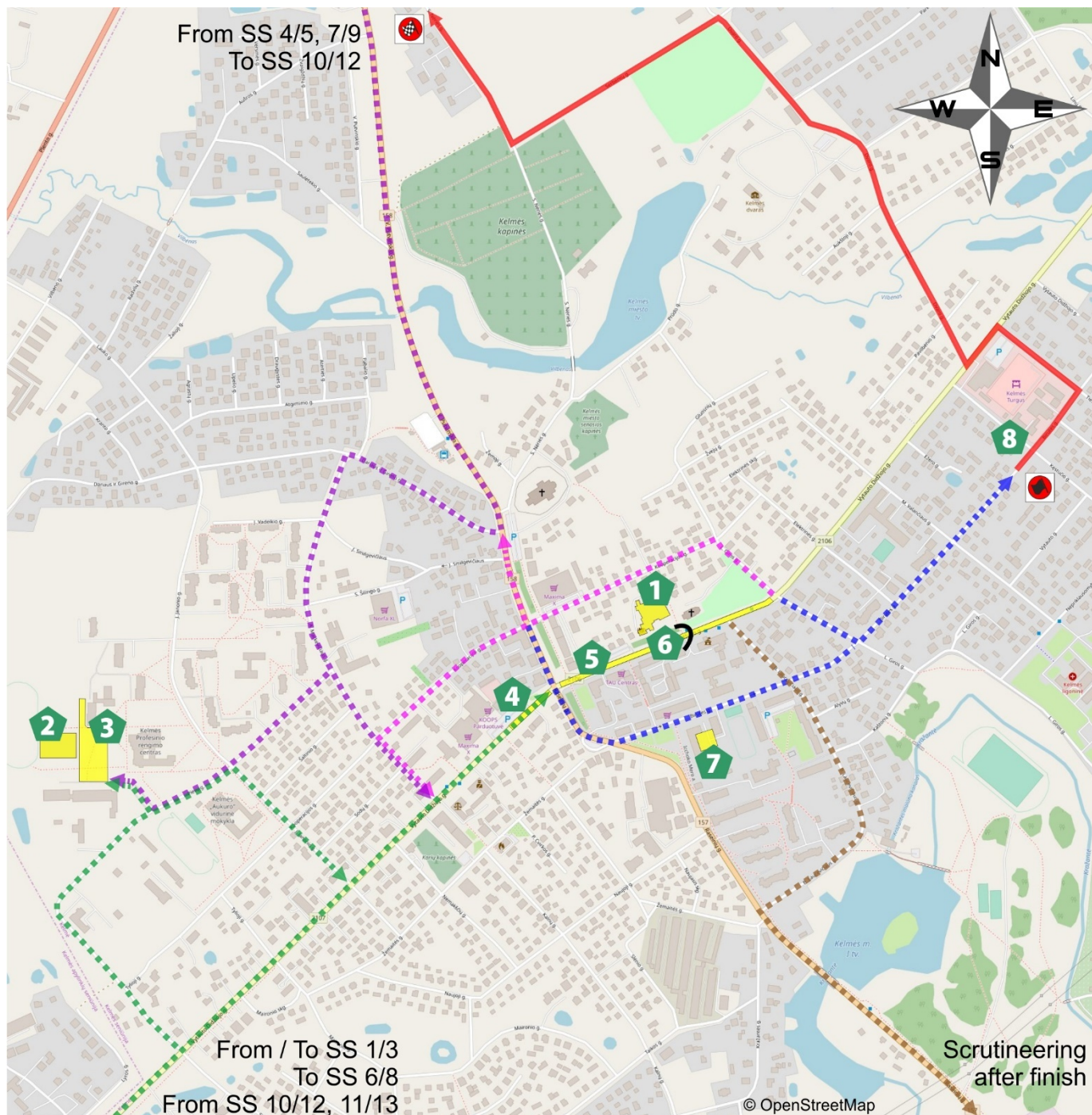
## X. APPENDIXES

### Appendix 1 „Arrival links“





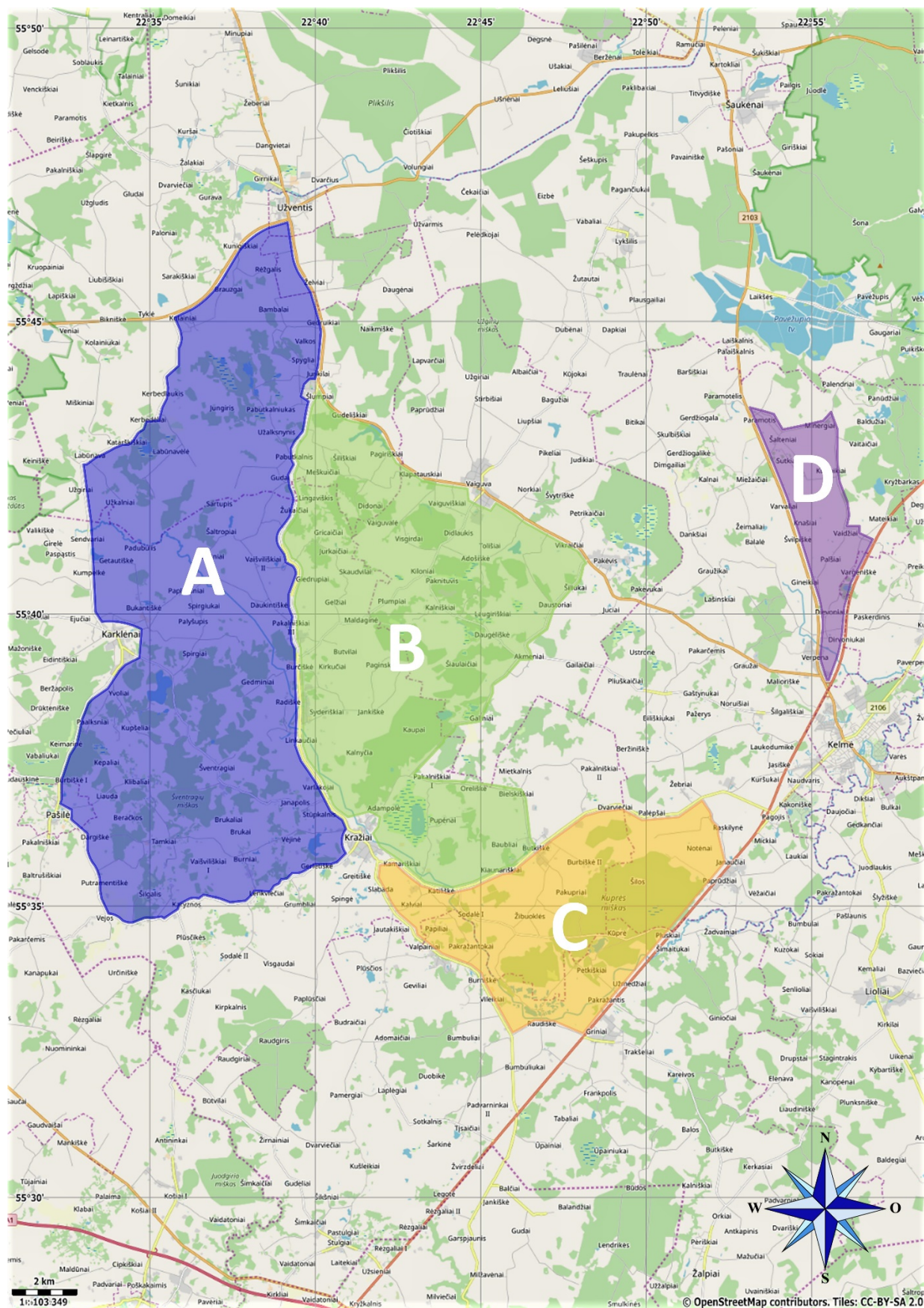
## Appendix 2 „Plan of Kelmė town“



- |   |   |
|---|---|
| <b>1</b> Ralio štabas / Rally HQ  | GPS 55.6318, 22.9359                    |
| <b>2</b> Priešstartinis tech. patikrinimas / Pre-start scrutineering<br>Administracinė komisija / Administrative checking | GPS 55.6300, 22.9195                    |
| <b>3</b> Serviso parkas A/B / Service Part A/B  | GPS 55.6298, 22.9206                    |
| <b>4</b> Naktinis UP (06 14), Regrupingo UP (06 15)<br>Overnight PF (14 06), Regroup PF (15 06)                           | GPS 55.6304, 22.9323                    |
| <b>5</b> Serviso parkas C/D / Service Park C/D  | GPS 55.6321, 22.9398 - 55.6308, 22.9331 |
| <b>6</b> Ralio atidarymas, apdovanojimai / Rally opening, awards (Podium)   | GPS 55.6315, 22.9361                    |
| <b>7</b> Priekabų parkingas / Trailer parking   | GPS 55.6304, 22.9368                    |
| <b>8</b> GR 4/5 startas / SS 4/5 start  | GPS 55.6343, 22.9456                    |



# Appendix 3 „Rally zones“



**ZONE A – GR/SS 6/8, GR/SS 11/13, ZONE B – GR/SS 7/9, GR/SS 10/12,  
ZONE C – GR/SS 1/3, ZONE D – GR/SS 2.**

Appendix 4 „Preliminary Itinerary cards“

LARC, „Historic“, „Rally Žemaitija“

Day 1

Ratas 1 (Saulė teka 04:42, saulė leidžiasi 21:56)						Penktadienis, 2019 06 14	
Leg 1 (Sunrise 04:42, Sunset 21:56)						Friday, 14 06 2019	
LK/TC	Pavadinimas / Name	GR km SS km	Be GR Liaison	Viso km Total km	Vid. greitis Aver.speed	Laikas Time	1-as auto 1st car
0	Kelmės sporto centras						16:00
1			12,30	12,30	33,55	00:22	16:22
GR/SS 1	A1	12,45				00:03	16:25
2			20,70	33,15	42,83	00:47	17:12
GR/SS 2	B	8,20				00:03	17:15
3			15,10	23,3	33,28	00:42	17:57
GR/SS 3	A2	12,45				00:03	18:00
3A	Service IN		11,50	23,95	40,88	00:35	18:35
	Service A (Kelmė 1)	(33,10)	(59,60)	(92,70)			
3B	Service OUT					00:30	19:05
RZ 1	Refuel 1	(33,10)	(59,60)	(92,70)			
	Distance to next refuel	(4,00)	(8,62)	(12,62)			
3C	Regroup IN		1,12	1,12	6,72	00:10	19:15
3D	Regroup OUT/Podium					01:45	21:00
4	Kelmė 1		0,85	0,85	4,25	00:12	21:12
GR/SS 4	C1	2,00				00:03	21:15
5	Kelmė 2		3,00	5,00	25,00	00:12	21:27
GR/SS 5	C2	2,00				00:03	21:30
5A	Regroup IN		2,88	4,88	29,28	00:10	21:40
5B	Flexi-Service IN					00:10	21:50
	Service B (Kelmė 2)	(4,00)	(7,85)	(11,85)			
5C	Flexi-Service OUT					00:45	22:35
5D	UP IN		0,77	0,77	4,62	00:10	22:45
	Viso 1 rate/Leg 1 totals	37,10	68,22	105,32	35,22%		

LARC, „Historic“, „Rally Žemaitija“ Day 2

Ratas 2 (Saulė teka 04:41, saulė leidžiasi 21:57)						Šeštadienis, 2019 06 15	
Leg 2 (Sunrise 04:41, Sunset 21:57)						Saturday, 15 06 2019	
LK/TC	Pavadinimas / Name	GR km SS km	Be GR Liaison	Viso km Total km	Vid. greitis Aver.speed	Laikas Time	1-as auto 1st car
5E	UP OUT/Service IN						09:15
	Service C (Kelmė 3)	(0,00)	(0,77)	(0,77)			
5F	Service OUT					00:15	09:30
RZ 2	Refuel 2	(4,00)	(8,62)	(12,62)			
	Distance to next refuel	(13,90)	(46,00)	(59,90)			
6			19,10	19,10	35,81	00:32	10:02
GR/SS 6	D1	9,30				00:03	10:05
7			18,50	27,80	39,71	00:42	10:47
GR/SS 7	E1	4,60				00:03	10:50
7A	Regroup IN Kražiai		8,40	13,00	31,20	00:25	11:15
RZ 3	Refuel 3	(13,90)	(46,00)	(59,90)			
	Distance to next refuel	(13,90)	(41,65)	(55,55)			
7B	Regroup OUT					00:30	11:45
8			0,65	0,65	5,57	00:07	11:52
GR/SS 8	D2	9,30				00:03	11:55
9			18,50	27,80	39,71	00:42	12:37
GR/SS 9	E2	4,60				00:03	12:40
9A	Regroup IN Kelmė		22,50	27,10	32,52	00:50	13:30
9B	Regroup OUT/Service IN					01:00	14:30
	Service D (Kelmė 4)	(27,80)	(87,65)	(115,45)			
9C	Service OUT					01:00	15:30
RZ 4	Refuel 4	(13,90)	(41,65)	(55,55)			
	Distance to next refuel	(23,50)	(48,10)	(71,60)			
10			12,50	12,50	34,09	00:22	15:52
GR/SS 10	F1	8,30				00:03	15:55
11			11,10	19,40	36,37	00:32	16:27
GR/SS 11	G1	15,20				00:03	16:30
RZ 5	Refuel 5	(23,50)	(48,10)	(71,60)			
	Distance to the finish	(23,50)	(60,90)	(84,40)			
12			37,40	52,60	47,10	01:07	17:37
GR/SS 12	F2	8,30				00:03	17:40
13			11,10	19,40	36,37	00:32	18:12
GR/SS 13	G2	15,20				00:03	18:15
13A	UP IN		36,90	52,10	44,66	01:10	19:25
	Viso 2 rate/Leg 2 totals	74,80	196,65	271,45	27,55%		
	Viso ralyje/Rally totals	111,90	264,87	376,77	29,70%		



LARSC

Ratas 1 (Saulė teka 04:42, saulė leidžiasi 21:56)						Penktadienis, 2019 06 14	
Leg 1 (Sunrise 04:42, Sunset 21:56)						Friday, 14 06 2019	
LK/TC	Pavadinimas / Name	GR km SS km	Be GR Liaison	Viso km Total km	Vid. greitis Aver.speed	Laikas Time	1-as auto 1st car
3D	Podium						19:45
4	Kelmė 1		0,85	0,85	4,25	00:12	19:57
GR/SS 4	C1	2,00				00:03	20:00
5	Kelmė 2		3,00	5,00	25,00	00:12	20:12
GR/SS 5	C2	2,00				00:03	20:15
5A	Kelmė 3		2,88	4,88	29,28	00:10	20:25
Viso 1 rate/Leg 1 totals		4,00	6,73	10,73	37,27%		

Ratas 2 (Saulė teka 04:41, saulė leidžiasi 21:57)						Šeštadienis, 2019 06 15	
Leg 2 (Sunrise 04:41, Sunset 21:57)						Saturday, 15 06 2019	
5E	Kelmė 4						08:30
6			19,10	19,10	35,81	00:32	09:02
GR/SS 6	D1	9,30				00:03	09:05
7			18,50	27,80	39,71	00:42	09:47
GR/SS 7	E1	4,60				00:03	09:50
7A	Regroup IN Kražiai		8,40	13,00	31,20	00:25	10:15
RZ 1	Refuel 1	(13,90)	(52,73)	(66,63)			
	Distance to next refuel	(13,90)	(41,65)	(55,55)			
7B	Regroup OUT					00:30	10:45
8			0,65	0,65	5,57	00:07	10:52
GR/SS 8	D2	9,30				00:03	10:55
9			18,50	27,80	39,71	00:42	11:37
GR/SS 9	E2	4,60				00:03	11:40
9A	Regroup IN Kelmė		22,50	27,10	32,52	00:50	12:30
9B	Regroup OUT/Service IN					01:00	13:30
	Service D (Kelmė 4)	(27,80)	(94,38)	(122,18)			
9C	Service OUT					01:00	14:30
RZ 2	Refuel 2	(13,90)	(41,65)	(55,55)			
	Distance to next refuel	(23,50)	(48,10)	(71,60)			
10			12,50	12,50	34,09	00:22	14:52
GR/SS 10	F1	8,30				00:03	14:55
11			11,10	19,40	36,37	00:32	15:27
GR/SS 11	G	15,20				00:03	15:30
RZ 3	Refuel 3	(23,50)	(48,10)	(71,60)			
	Distance to the finish	(8,30)	(33,50)	(41,80)			
12			37,40	52,60	47,10	01:07	16:37
GR/SS 12	F2	8,30				00:03	16:40
13A	UP IN		20,60	28,90	34,68	00:50	17:30
Viso 2 rate/Leg 2 totals		59,60	175,98	235,58	25,32%		
Viso ralyje/Rally totals		63,60	182,71	246,31	25,82%		



Appendix 5 „Media accreditation form“

“RALLY ŽEMAITIJA – 2019“

2019 m. LIETUVOS AUTOMOBILIŲ RALIO ČEMPIONATO II ETAPAS  
2019 m. LIETUVOS AUTOMOBILIŲ RALIO SPRINTO ČEMPIONATO II ETAPAS  
2nd Event of 2019 Lithuanian Automobile Rally Championship  
2nd Event of 2019 Lithuanian Automobile Rally Sprint Championship

**AKREDITACIJOS PARAIŠKA ŽINIASKLAIDOS ATSTOVAMS**  
**ACCREDITATION FORM FOR MEDIA REPRESENTATIVES**

VARDAS/ NAME			Gimimo data Date of birth	
PAVARDĖ/ SURNAME			Draudimo poliso nr. Insurance policy No.	
Adresas/ Address			Miestas, šalis City, Country	
Kontaktai/ Contacts	Telefono nr. Phone No.		El. paštas e-mail	
			Interneto tinklapis Website	

Atstovaujamos masinės informacijos įstaigos pavadinimas Represented mass media institution:		
Kontaktai/ Contacts	Telefono nr. / Phone No.	
	El. Paštas/ e-mail	
	Interneto tinklapis/ Website	
Nurodykite, kur bus galima susipažinti su Jūsų foto/ video ar kt. „Rally Žemaitija 2019“ medžiaga ( interneto tinklalapis, leidinio pavadinimas ar kt.) Choosing where will be able to find your photos / videos / etc. "Rally Žemaitija 2019" material (website, title, etc.)		

Pateikdamas šią paraišką garantuoju, kad visi pateikti duomenys yra teisingi, su pateikta informacija dėl rizikos ir saugumo reikalavimų automobilių sporto varžybose susipažinau. Nereikšiu LASF bei Organizatoriui jokių pretenzijų ir pats prisiimu pilną atsakomybę, jei nukentėčiau „Rally Žemaitija 2019“ metu. Naudosiu tik oficialią informaciją, gautą iš ralio atstovo spaudai.

In submitting this application ensure that all the data are correct, with the information on the risks and Safety requirements of automobile sports competitions acquainted. I will not have any claims to LASF and the Organizer and assume full responsibility for myself suffer harm during the " Rally Žemaitija 2019". I will use only the official information received from Rally Press Centre Manager.

.....  
Data/Date

.....  
Vardas, pavardė/ Name, Surname

.....  
Parašas / Signature

## Appendix 6 „Safety requirements for MEDIA“

## SAFETY REQUIREMENTS

1. By working during the race you must be especially careful, because only from your own depends your security. It is valid all during over rally time: in the racetrack, service parks, etc.
2. You must unconditionally obey of the safety marshals and of the official persons claims.  
The Organizer has the right without notice cancel the rally accreditation for violators of this rules.
3. During the race, you have to wear "PRESS" vests, which are issuing only for the photographers and cameramen during accreditation. These vests and accreditation card is valid permission to take photos and record videos during rally time outside from the boundaries of Spectators zone, but not more than 2 meters away from the safety tape, and in any case - just in a safe place. We recommend a symbol "Media" marked areas. **Every person who entered into the danger zone, is responsible for their own safety, health and life.**
4. Take with himself only the currently necessary equipment. Recorded photo/ video moments review only in a safe place outside the race track.
5. Do not stay too close to the race cars. Leave enough space for service personnel. Keep in mind that some parts of the car may be very hot. Always keep a safe distance from the race cars, because the car can suddenly and unexpectedly move from the place.
6. Be especially careful when working near the race track or in service parks. Always watch out for the nearby vehicles, because from racing car seceded part may injure.
7. Filming and shooting locations must be select in advance, until the start of the special stage.
8. Any exit to the race track during the rally or walking across the road is strictly prohibited (except the Organizer's provided catwalks, with security guard, which responsible for the crossing, permission).
9. Never stand near an ambulance, fire brigades, evacuation, marshals cars. In case of emergency, these vehicles will move very quickly and without any prior notice.
10. In the start or service zones please be only for a time, for as long as necessary to perform your job.

## Appendix 7 “Technical regulations for group national – historic cars (LH)”

1. General regulations
2. Cars that is included in national – historical Group
3. Definitions
4. Cars which are not allowed to participate in competition in national – historical Group
5. The classification by engine volume
6. Supercharged engines and Wankel motors
7. The engine
8. Exhaust system and exhaust noise level
9. Transmission
10. The braking system
11. The steering system
12. Suspension
13. Wheels and tyres
14. Bodywork and chassis
15. Doors, hood, boot-lid
16. Wings
17. Aerodynamic auxiliary devices
18. Glasses of windows
19. Electrical wiring and ducts
20. Electrical system
21. Lighting – Indicating
22. Fuel tank and fuel system
23. Safety cage
24. Safety belts and seats
25. Extinguishers
26. Flame proof protective screens / bulkheads
27. General circuit breaker
28. Crankcase ventilation
29. Towing eyes
30. Rear view mirrors
31. Additional guidelines for safety actions

Appendix No. 1 – Drawings

Appendix No. 2 – Informative notes for safety equipment

### 1. General regulations

**1.1** From January 1st 2017 these regulations become effective and are valid until official announcement of their changes.

**1.2** Provided regulations in FIA International Sport Code (in Appendix J or K) are used only if there is direct reference to specified paragraph;

**1.3** In these regulations, all that is misinterpreted is forbidden. Allowed alterations must not cause or involve forbidden alterations;

**1.4** Every competitor's task is to be able to proof to Technical Commission and Competition Stewards that their cars fully comply with these regulations during the competition at all time.

### 2. Cars that is included in national – historical Group (LH)

**2.1** Cars are included in historic Group, which have been produced up to 31 December 1995, as well as sports cars with the historical (HISTORIC) homologation.

**2.2** Cars should comply by the requirements of Road Traffic law, depending on the changes following in sports car technical passport issued by the FIA or the other ASN.

**2.3** Cars should have FIA, LASF or other ASN issued Sport cars certificate of registration, that should be presented to technical commission before the start and for officials of competition by request. Cars, which have issued by the FIA historical (HISTORIC) sports car homologation, fully comply with this homologation.

### 3. Definitions

- 3.1** Homologated car – car modification or its implementation version which is listed in FIA or ASN homologated car register in compliance with official approved parameter body, or also industrially manufactured series vehicle with four and more wheels, with occupant space and engine that provides its motion;
- 3.2** Base model – car model, including all modifications, which is manufactured at defined time period and has their own manufacturer code (symbol);
- 3.3** Occupant space – planned place for driver and passengers by manufacturer of series car, which has partition with engine compartment and partition (including shelf below rear window) with boot space. Hatchback type car occupant space includes also boot space;
- 3.4** Free – car parts can be processed, transformed anywise or changed with other parts. Also there is no limitation for material, shape and number of parts. The parts could be dismantled completely;
- 3.5** Series production part – car component must show the shape as installed by manufacturer, without changes, or as is supplied for car manufacturer by producer of part;
- 3.6** Mechanical components – parts and components which are necessary for car motion and suspension work, also for normal car operation, with the exception of steering and brake systems parts / components.
- 4. Cars which are not allowed to participate in competition in national – historical Group**
- 4.1** Cars that not fullfill Paragraph 2 of these Regulations;
- 4.2** Cars that are not made in series production before December 31 of year 1995;
- 4.3** Cars with turbocharged engines, mechanically driven chargers, G-chargers, COMPREX systems and which has calculated engine cylinder capacity up to 2000 cm<sup>3</sup> (including);
- 4.4** Does not apply.
- 4.5** All WRC Mitsubishi and Subaru Impreza models
- 5. The classification by engine size**
- 5.1** L7 – up to 1000 cm<sup>3</sup>
- 5.2** L8 – over 1000 cm<sup>3</sup> up to 1400 cm<sup>3</sup>
- 5.3** L9 – over 1400 cm<sup>3</sup> up to 1600 cm<sup>3</sup>
- 5.4** L10 – over 1600 cm<sup>3</sup> up to 2000cm<sup>3</sup>
- 5.5** L11 – over 2000 cm<sup>3</sup> up to 2500 cm<sup>3</sup>
- 5.6** L12 – over 2500 cm<sup>3</sup> up to 3000 cm<sup>3</sup>
- 5.7** L13 – over 3000 cm<sup>3</sup> up to 4000 cm<sup>3</sup>
- 5.8** L14 – over 4000cm<sup>3</sup> up to 4500cm<sup>3</sup>
- 5.9** It is allowed to use only series production repair oversize pistons for engines if there are not exchangeable cylinder sleeves present. Series oversize pistons usage should be stated at Certificate of registration of sport car!
- 5.10** Cars with any type of charger should be classified by calculated cylinder capacity.
- 5.11** Minimal weight of car, depending on belonging to the class, according to cylinder capacity and number of valves in one cylinder:

Class	2 valves in cylinder	More than 2 valves in cylinder
L7	620 kg	700 kg
L8	700 kg	760 kg
L9	780 kg	850 kg
L10	860 kg	930 kg
L11	940 kg	1030 kg
L12	1020 kg	1110 kg
L13	1100 kg	1300 kg
L14	1270 kg	1370 kg

- 5.12** Cars should meet defined minimal weight at any moment of competition, excluding the time when car is in the service park.
- 5.13** Minimal weight of car is measured without crew and crew equipment (helmets, racing suit, books, tools, spare parts). Spare wheel is included in minimal weight if it is provided in the car. Fuel, liquids for windscreen wash and intercooler cooling are not included in minimal weight.
- 5.14** The use of ballast is not permitted at all in competition.
- 6. Supercharged engines and Wankel motors**
- 6.1** Total cylinder volume for engines with any chargers is calculated by multiplying of the all cylinder capacity by coefficient. For petrol - engined cars the coefficient is 1.7, for diesel cars – 1.5;
- 6.2** Wankel engine volume is calculated as 1.5 multiplied by combustion chamber maximal volume and multiplied by number of the rotors;
- 6.3** In all above mentioned calculation number  $\pi = 3,1416$

## 7. The engine

- 7.1.** Engine cylinder block should be the same as is in homologated version of car or for some models if it is installed by car's manufacturer in series production;
- 7.2.** Engine cylinder capacity (displacement) can be altered; the diameter (bore) of cylinder can be increased or reduced and the stroke changed. It is allowed to set up other cylinder sleeves, also if they have not been set up before;
- 7.3.** Crankshaft – free, but amount and type of main bearing should be retained.
- 7.4.** Other crank gear parts, connecting rods, pistons, piston rings and wrist pin – free.
- 7.5.** Lubrication system – free, but oil radiator at outside of body can be set up only lower than front wheel axle and if looking down from top they cannot be outside of the car body size line. Also it is forbidden to set up the oil radiator in the occupant space. It is allowed to use multi section oil pump and dry sump lubrication systems;
- 7.6.** Cylinder head – free;
- 7.7.** Gas distribution mechanism – free;
- 7.8.** Drive of camshaft – free;
- 7.9.** Number of valves and its location (except interaxial distance) is retained.
- 7.10.** For engines with any type of chargers before charger should be set up the restrictor, which internal maximum diameter is 34 mm for a minimum distance of 3 mm. It should be set up accordingly to FIA International Sporting Code Appendix J Paragraph 255. All the air necessary for feeding the engine must pass through this restrictor, which should be comply with following: maximum internal diameter of the restrictor is 34 mm, maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rational axis situated maximum of 50 mm upstream of a plane passing through the most upstream extremities of the turbo blades (see drawing no. 254-4). This diameter must be complied with always, regardless of the temperature conditions. The external diameter of restrictor at its narrowest point must be max 40 mm and must be maintained over a distance of 5 mm to each side. The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from body of the turbo, or form restrictor, in order to detach the restrictor from the turbo. Attachment by means of a needle screw is not authorised. For installation of the restrictor, it is permitted to remove material from turbo housing, and to add it, for purpose of attaching the restrictor onto the turbo housing. The heads of the screws must be pierced so that they can be sealed. Restrictor must be made from single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between mounting screws, between the restrictor (or the restrictor/ turbo housing attachment) and the turbine housing (or the housing/flange attachment) see drawing 254-4. For vehicles with Diesel engines, the restrictor must have a maximal internal diameter of 37 mm and an external diameter of 43 mm, in the conditions set out above (this diameter may be revised at any moment without notice). In case of engine with two parallel compressors, each compressor must be limited by restrictor with maximal internal diameter of 24 mm and a maximum external diameter of 30 mm in condition set out above. The restrictor is not obligatory, if the vehicle has one turbine and its air duct internal diameter is max 34mm.
- 7.11.** Intake system– free, but it is forbidden to install the air filter or air inflow vent in passenger compartment. Also see Paragraph no.19.
- 7.12.** Only atmospheric air can be mixed up with fuel as its oxidizer.
- 7.13.** Ignition system – free.
- 7.14.** Cooling system – free, but its components, except heating device of the salon, not permitted to install in salon. Also see Paragraph no.19.
- 7.15.** Other components of engine, not mentioned above – free.
- 7.16.** Starter– free.

## 8. Exhaust system

- 8.1.** Exhaust manifold – free;
- 8.2.** Entire exhaust gases must reach the main exhaust pipe;
- 8.3.** The exit of the exhaust pipe must be situated at rear of vehicle;
- 8.4.** The end of exhaust pipe must be located in maximum distance of 45 cm and minimal distance of 10 cm from ground surface. End vent must be located inside of internal perimeter of vehicle, but not more than 10 cm from it, and to back from vertical side which goes through centre of wheel base. Also proper protection must be anticipated, which is protected from heated pipe influenced ignition. Exhaust system cannot be installed provisional. Exhaust gases may come out from exhaust system only from system's end throat. Chassis parts cannot be used for exhaust gases discharge.
- 8.5.** The maximal noise level of exhaust is 103 dB, measured by FIA maintained method at 3500 rpm/min.

## 9. Transmission

- 9.1.** Clutch and its drive – free.
- 9.2.** Gear box location and orientation – free.



**9.3.** Gear box is maintained with synchronisator type switching mechanism – applies only to the four-wheel drive (4x4) cars

**9.4.** Reverse gear – compulsory.

**9.5.** Machining of gearbox housing is free, gearwheels, shafts, bearings, differential – free.

**9.6.** Maintained gear replacement scheme, how it is in the particular model, or provided in homologation for the serially-produced model.

**9.7.** The modification to the car's bodywork is allowed if it is necessary for installing the gearbox, but amount of its modifications should comply with necessary to install gearbox.

**9.8.** Propeller shaft and its joints – free, but it is forbidden to make them from composite materials. Drive shafts – free, but it is forbidden to make them from composite materials

**9.9.** Rear suspension – free, but see Paragraph 12.1. It is allowed to rebuild from two wheel drive to four-wheel drive and vice versa, carry out all necessary actions for registration of vehicle in CSDD and get accept for usage on public roads.

## **10. The braking system**

**10.1.** Double circuit operated by the same pedal: the pedal shall normally control all the wheels; in case of a leakage at any point of the brake system pipes or of any kind of failure in brake transmission system, the pedal shall still control at least two wheels.

**10.2.** It is forbidden to use ABS (anti-block) braking system.

**10.3.** The handbrake is compulsory, it must operate at the same time two of the one axle wheels, it may be rebuild with hydraulic drive. It is allowed to remove handbrake lever fixation mechanism.

**10.4.** Other braking system's components – free, it is allowed to install the brake force regulator to adjust tension between front and rear axles. The components of braking pedal, its axle and master cylinder pushrod must be made from the steel. If there are used components that are made from other metal, it must be proofed by the certificate of origin, except of pedal pads.

**10.5.** All components of braking system must be produced industrially.

**10.6.** It is allowed to unlock and to dismount the vacuum power booster of the braking system.

**10.7.** It is allowed to install vacuum pump for braking system.

**10.8.** The carbon fibre composite material brake discs are forbidden.

## **11. The steering system**

**11.1.** The locking system of steering wheel must be rendered inoperative or removed.

**11.2.** The power steering can be installed, unlocked or dismounted, including all parts that are related with the power steering.

**11.3.** The steering mechanism, steering linkage and joints must be industrially manufactured in serial production or made by other industrial manufacturer if they are intended for serial cars, or also separate parts which manufacturer has homologated as alternate design.

**11.4.** The parts of steering system which are made partly or fully from composite materials are forbidden.

## **12. Suspension**

**12.1.** It is compulsory to save working of suspension in compliance with manufacturer base model or its homologated version principle.

**12.2.** Wheelbase can be altered by  $\pm 3\%$  from the size of base model or its homologated version.

**12.3.** Springs, shock absorbers (dampers), anti-roll bars – free. It is allowed to use additional springs and helper springs, if the main model of springs is kept and is working the same way as in base model.

**12.4.** Suspension joints – free, also free suspension attachment point, including for McPherson type suspension struts. It is allowed to attach additional parts for joints and change car body accordingly to these changes. These changes must not influence as mean reducing of endurance of car's body power frame.

**12.5.** Suspension parts made partially or entirely from composite materials are prohibited.

## **13. Wheels and tyres**

**13.1.** Wheels and tyres should comply with the requirements for FIA „A” group car”: Appendix J paragraphs 252, 255.5.4 and 256.5.

**13.2.** The spare wheel is not compulsory. However if there are any, they must be securely fixed.

**13.3.** Does not apply.

**13.4.** Wheels made partially or entirely from composite materials are prohibited.

**13.5.** Decorative hubcaps must be removed.

## **14. The body work and chassis**

**14.1.** Series body work and/or chassis must comply with Appendix J Paragraphs 251.2.5.2 and 2.5.1. They can be accordingly intensified or reduced considering following paragraphs.

**14.2.** The parts, which use for engine, transmission, brake system, steering system and suspension fixation can be intensified, but not lightened.

**14.3.** If aluminium or plastic parts are used on the body work, the homologation papers must be presented to Technical Commission. The wings, the hood and the auxiliary aerodynamic devices are exception. Entire body work of the car of base model must be retained and it must be recognizable.

**14.4.** It is forbidden to cut out big parts from body work, except upper side of the bulkhead between the engine compartment and the occupant space, which directly not divide the engine compartment from occupant space. The main part of bulkhead between engine compartment and occupant space must be kept, except changes related to Paragraph 9 of these Regulations.

**14.5.** It is allowed to dismount noise insulation and the decorative trim inside entire salon. The front door inside trim may be changed only using aluminium or steel sheet with minimal thickness is 1.0 mm, or using other solid material – min 2 mm thick carbon or fiberglass composite sheet. The sunroof opening must be covered with welded steel sheet, with thickness no smaller than the roof sheet material. Maximal distance between welded points is 30 mm. It is allowed to take off all decorative parts.

**14.6.** Front grill is compulsory but may be transformed or changed.

**14.7.** It is allowed to take off bumpers if it does not raise the changes of construction that can be dangerous to crew and spectators and also the outside appearance – silhouette of car is not changed substantially. It is forbidden to take off big size / volume plastic bumpers. If bumper is taken off, fixing brackets must also be taken off. Bumpers can be made from PVC, polycarbonate and also fibreglass material maintaining appearance and shape of the original homologated part.

**14.8.** The floor of car can be changed for installing changed exhaust system, transmission units or suspension parts, but level of the floor may not be higher than higher edge of base model bodywork doorstep. The hollow of the spare wheel may be changed for installation of the exhaust system or this hollow can be dismantled after that the opening must be covered with welded or riveted steel sheet.

**14.9.** It is allowed to install steel or plastic protectors under the floor of the bodywork. For the protection of the exhaust system it is forbidden to use flexible materials (rubber, plastics etc.).

**14.10.** It is allowed to change front dashboard of the occupant space for installation of additional switches and measuring instruments / co-pilot equipment. It is allowed to dismount dashboard central console.

**14.11.** It is allowed to install ventilation devices (hatches) on the car's roof for ventilation of the salon, provided that construction excludes possibility that any subject or water reach competitors (driver and co-driver) when they are normally sitting on the seats and are fastened with safety belts.

**14.12.** It is allowed to change driving side, e.g. RHD to LHD, if original and modified car is mechanically equivalent and that for that transformation originally intended parts are used. More specific, the steering stand / shaft must go through bodywork along only for this purpose originally intended hole.

**14.13.** Only following equipment may be placed at the salon: spare wheels, tools, spare parts, safety equipment, communication devices and water container for window cleaning. The containers for helmets and instruments that are mounted at the salon must be made from non-flammable material and may not desorbs poison gas / steams when affected by flame. The airbag must be dismantled.

**14.14.** Any parts of car should not touch the ground, if both wheels are empty at one side of car. Such checks up for competition prepared car (driver / codriver are at their seats) do on flat surface.

## **15. The doors, hood and boot cover**

**15.1.** The covering of inside doors must cover all parts of the door and window lifting mechanism and drives. It is allowed to remove window lifting mechanism when plastic windows are used, but then it is compulsory to have opening "talking" window at front door.

**15.2.** It is allowed to change the drive of doorlock, but it is compulsory to save original locking mechanism.

**15.3.** The material of the hood and the boot cover (including the back door of the hatchback type car) and the pivots as its fastenings are free, but each from above mentioned parts should be fixed at least at 4 points safely and must have easy access for opening from outside.

**15.4.** The hood may not become deformed when car is in motion, developing additional airflow in engine compartment. It must not be dangerous for drivers and spectators during competition. Original hood locking mechanism must be dismantled during competition.

## **16. Wings**

**16.1.** It is allowed to extend wings, if they not exceed 50 mm to each side of car, comparing to series made cars (base model). The material of wings under the extension may be cut out. The shape of wheel cutting must be saved, but the size of it (as of base model) must not. The inner part of the wheel arch may be changed, but it cannot be cut out completely.

**16.2.** The wing must cover the wheel at least 50° beside and 30° before vertical, which goes through the axle of wheel. Any wheel or axle part may not be outside of vertical slide which goes through furthest to wing projective sides or its extension point.

## **17. Aerodynamic auxiliary devices**

**17.1.** Aerodynamic auxiliary devices (spoilers) that are placed lower than plane which goes through all wheel centres – without limitation, but in front and in back of car looking from side, the spoiler together with fastening must fit in square 20x20 cm. Exception are spoilers of serial base model and manufacturer homologated spoilers with different design.

**17.2.** Looking horizontally from front side and vertically from top side, spoilers have to fit in base model bodywork shape. Exception are spoilers of serial base model and homologated spoilers.

**17.3.** Rear spoilers can be made from PVC, polycarbonate and also fibreglass material maintaining appearance and shape of the original homologated part.

**17.4.** Any serial type (base model) aerodynamic auxiliary devices may be dismantled.

**17.5.** Any additional aerodynamic auxiliary devices must be safely fixed, they should not be dangerous for drivers, passengers and spectators, and they must not be adjustable during driving, if it is not provided in documentation of homologated cars.

## **18. Glasses of windows**

**18.1.** The windscreen of vehicle may be only of triplex type glass.

**18.2.** The windows, including side windows of front doors must be from security type glass, they may be also manufactured from transparent plastic that does not make sharp edges (PVC, Polycarbonate).

**18.3.** The minimal thickness of plastic side and back windows must be 3.0 mm.

**18.4.** If lifting mechanism of front window is dismantled, the contact with outside world for driver and co-driver must be provided without opening of car's doors (sliding window, small window in main window etc.)

**18.5.** The windscreen must be provided at least with one window wiper that should provide normal road visibility for driver at least.

**18.6.** If front doors are used glasses that made by car manufacturer, they must be coated with adhesive transparent no-tinted film on inner surface of glass.

## **19. Electrical wiring and ducts**

**19.1.** Electrical wiring and ducts must be fixed, and if they are hard close by each other, then one of them must have additional insulation. It is allowed to change wiring and ducts, and its location. It is allowed to install ducts in the passenger compartment (except hot liquid ducts, if it is not provided by manufacturer of base model car)

**19.2.** Fuel ducts must be made from metal, if they placed inside the passenger compartment, or the hose with metal wire protecting mesh, only threaded connections allowed.

**19.3.** At places where ducts go through bulkheads, the edges of holes must be soft - padded for protection of ducts. The same is preferable to electrical wiring / wire looms.

## **20. Electrical system**

**20.1.** The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.

**20.2.** The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables. Electric cables and their connectors are free.

**20.3.** Generator and voltage regulator – free.

**20.4.** Battery: The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any dead-shortening or leaks. The number of batteries laid down by manufacturer must be retained. Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal belts with an insulating covering, fixed to the floor by bolts and nuts. For attaching these belts bolts with diameter of at least 10 mm must be used, and under each bolt, a counterplate at least 3 mm thick and with surface of at least 20 cm<sup>2</sup> beneath the metal of the bodywork. Liquid contained batteries must be covered with leak proof plastic box, attached independently onto the battery. In this case, the protection box must include an air pipe with its exit outside the car. If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely.

## **21. Lighting – Indicating**

**21.1.** All lighting and signal devices must comply with legal requirement of the FIA or country of the event.

**21.2.** The location of the indicators and parking lights may be modified, but the origin orifices must be sealed.

**21.3.** The make of the lighting devices is free.

**21.4.** The original headlights can be replaced by other headlights, if they do the same functions and if there is not necessarily to cut material from bodywork and the original lights' holes are covered with tight material plate. A maximum of 8 front headlights is allowed (except turning lights and hazard lights), provided that this is accepted by

the laws of the country. It is allowed to replace square shape headlights with two round ones or replace them in opposite way, if they are located on proper pad and correspondingly closing leaving holes with tight material plate.

**21.5.** A reverse light may be fitted provided it can only be used when the gear lever is in the “reverse” position, and provided that the traffic law regulations regarding this subject are fulfilled.

**21.6.** If new lighting is fitted for registration number, original system can be removed. The lighting of the rear registration number is compulsory.

## **22. Fuel tank and fuel system**

**22.1.** Fuel tank and fuel system must be protected surely from damages in the case of accident.

**22.2.** Electrical fuel pumps must only operate when the engine is running, and when starting in process.

**22.3.** The fuel tank, which is situated in boot space at base model, can be moved or changed with other one, if it is increasing its safety.

**22.4.** It may use only series manufactured fuel tank or FIA FT3, FT5, FT3.5 type, it must be safely fixed with at least two steel straps, each at least 40 mm wide and 1.5 mm thick.

**22.5.** The hole for fuelling must be accessible without opening boot, but it cannot be range over the bodywork outside shape.

**22.6.** FIA FT3, FT5 and new FT3.5 type fuel tank fuelling hole must not compulsory comply with paragraph 22.5, but planned ventilation system and overpressure valve must be provided in fuel tank construction.

**22.7.** The volume of fuel tank depending from car engine work capacity is following: up to 2000 cub.cm max 60 litres, over 2000 cub.cm max 80 litres.

## **23. Safety cage**

**23.1.** The fitting of a safety cage is compulsory accordingly with FIA or national federation requirements, that are effective in proper season from 1st January of this year.

**23.2.** Where the occupants' crash helmets could come into contact with the safety cage, the padding must be fitted with FIA homologated protection material according to FIA Technical List No. 23.

## **24. Safety belts and seats**

**24.1.** Obligatory must use a minimum of four (4) point seat belts. Wearing of two straps and one lap strap, anchorage points on the shell: two for the lap strap, two or possibly one symmetrical regarding the seat for the shoulder straps. These belts must be homologated by the FIA and comply with FIA standard no. 8853/98 or 8854/98. Furthermore, the belts used in circuit competitions must be equipped with turnbuckle release systems. It must be easy to access by driver and co-driver when they are fastened.

**24.2.** It is prohibited to use following safety belts: if they have obvious damage in material or they have expiration of validity.

### **24.3. Installation:**

**24.3.1.** It is prohibited for the seat belts to be anchored to the seats or their supports.

**24.3.2.** A safety harness may be installed in the anchorage points of the series car.

**24.3.3.** The recommended geometrical locations of the anchorage points are shown in drawing no. 253-61.

**24.3.4.** In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than from the upper rim of the backrest, although it is The maximum angles in relation to the centre-line of the anchorage point originally mounted by the car manufacturer on C-pillar should be used. Anchorage points creating a higher angle to the horizontal must be used unless the seat meets the requirements of the FIA standard. In that case, the shoulder straps of 4-point safety harnesses may be installed on the rear seat lap strap anchorage points originally mounted by the car manufacturer. For a 4-point harness, the shoulder straps must be installed crosswise symmetrically about the centreline of the front seat.

**24.3.5.** The lap and crotch straps should pass not over the sides of the seat but through the seat, in order to wrap and hold pelvic region over the great rest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. Holes may be made in the series seat, if these are necessary to avoid such situation.

**24.3.6.** Care must be taken that the straps should not be damaged through chafing against sharp edges. **24.3.7.** If installation of the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear wheels for the shoulder straps.

**24.3.8.** The shoulder straps may also be fixed to the safety cage or to a reinforcement bar by means of loop, and may also be fixed to the top anchorage points of the rear belts, or be fixed or leaning on a transversal reinforcement between the backstays of the cage (see Drawing no. 253-66) In the case, the use of transversal reinforcement is subject to the following conditions: The transversal reinforcement shall be a tube measuring at least 38 mm x 2.5 mm or 40 mm x 2 mm, made from cold drawn seamless carbon steel, with minimum yield strength of 350 N/mm<sup>2</sup> ; The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed the horizontal



from the rim of backrest, an angle of The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see Drawing 253-67 for dimensions); These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16UNF specification; Each anchorage point must be able to withstand a load of 1470 daN or 720 daN for the crotch straps. In the case of one anchorage point for two straps, the load considered will be equal to the sum of the required loads; For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm<sup>2</sup> and a thickness of at least 3 mm must be used.

**24.3.9.** Principles of mounting to the chassis/ monocoque: General mounting system: see Drawing 253-62; Shoulder strap mounting: see Drawing 253-63; Crotch strap mounting: see Drawing 253-64.

**24.3.10.** A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of the chemicals or sunlight. They must be also replacing if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

**24.4.** Specific sport seats must be installed which are in compliance with valid FIA regulations, including regulations for materials and size of seats brackets.

**24.5.** If original seat attachments or supports are changed, the new parts must either be approved for that application by the seat manufacturer or must comply with the following specifications.

**24.6.** The points of seat support and attachments : **24.6.1.** The seat support must be attached following:

On the anchorage points for fixing seats used on the original car; On the anchorage points for fixing seats homologated by the manufacturer as an Option variant (in which case the original anchorage points may be removed); On the anchorage points for fixing seats in conformity with drawing 253-65B; The seat supports must be fixed to the anchorage points for fixing seats via at least 4 mounting points per seat using bolts measuring at least 8 mm in diameter.

**24.6.2.** Fitting instruction: - Drill holes (larger then nut outer diameter) in the bodyshell lower rail and in certain tunnel wall. - Weld the nuts to the counterplates and then weld these on the bodyshell lower rail on the central tunnel wall; - Weld the 2 threaded inserts in the crossmember, and then weld the endplates at each end of crossmember. - Fix the assembly through 4 M8 screws of 8.8 grade which will be screwed in welded nuts. It is allowed to weld the anchorage point of the fixing seat crossmember on to the counterplate, which is welded on doorstep of bodywork, if car does not have central tunnel. The welded joint must be of high quality, all around the perimeter of the welded member. The size of the crossmember and the counterplate must be in accordance with drawing 253-65B.

**24.6.3.** Supports must be attached to the shell/chassis via at least 4 mounting points at seat using bolts with a minimum diameter of 8 mm and counterplates, according to the drawing 253-65.

**24.6.4.** The minimal area of contact between support, shell/chassis and counterplate is 40 cm<sup>2</sup> for each mounting point.

**24.6.5.** If quick release system is used, they must capable of withstanding vertical and horizontal forces of 18000N, applied non-simultaneously. **24.6.6.** If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.

**24.6.7.** The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8 mm and reinforcement integrated into the seat. **24.6.8.** Each mounting point must be capable of withstanding a force of 15000 N applied in any direction.

**24.6.9.** The minimum thickness of the supports and counterplates is 3 mm for steel and 5 mm for light alloy materials.

**24.6.10.** The minimum longitudinal dimension of each support is 6 cm.

**24.7.** If there is a cushion between the homologated seat and the occupant, the maximum thickness of this cushion is 50 mm.

**24.8.** All the occupant's seats must be homologated by the FIA (8855/1999 or 8862/2009 standards) and not modified. For seats in compliance with 8855/1999 FIA standard, the limit for use is 5 years from the manufacturing date indicated on the mandatory label. For seats in compliance with 8862/2009 FIA standard, the limit for use is 10 years from the year of manufacture.

## **25. Fire extinguishers**

**25.1.** All cars must be equipped with a fire extinguishing system and also additional manual extinguisher or minimum two manual extinguishers with total weight no less than 4 kg with ABC class or FIA accepted extinguishant media.

**25.2.** The extinguisher system may be automatic or manual, but FIA accepted nozzles must be used. It is allowed to use only metal pipes and joints or FIA accepted plastic parts. The extinguisher system media division between the engine compartment and the occupant space must be 1:1.

**25.3.** Extinguishers must be provided with pressure gauge to control it and it must be fasten safe with metal fastening in the occupant space.

**25.4.** Following information must be visible on each extinguisher:

- ✓ Capacity;
- ✓ Type of extinguishing media;
- ✓ Weight or volume of the extinguishing media;
- ✓ Next extinguisher checking date, which must be no more than two years after either the date of filling or the date of the last check.

**25.5.** All extinguishers must be adequately protected. In all cases their mounting must be with anti-torpedo system and must able to withstand a deceleration of 25 G. Furthermore, only quick-release metal fastenings (two as minimum for each), with metal straps, will be accepted for manual extinguishers. Only fixed metal fastenings (two as minimum for each), with metal straps, will be accepted for manual extinguishers.

**25.6.** Extinguishers must be easily accessible for the driver and the co-driver.

## **26. Flame-proof protective screen**

**26.1.** Between engine compartment and the salon, also between the salon and the boot space (if there is installed the fuel tank and/or the accumulator) must be metallic material protective screen (firewall, bulkhead), that is leak-proof and flame-proof.

**26.2.** If the fuel tank and / or the accumulator are located in salon, each of them must be covered with the container in compliance with paragraph No. 22. in these regulations. Inside volume of the container must be ventilated—connected with outside atmosphere. In this case the container complies with mentioned partition functions in Paragraph 22.

## **27. General circuit breaker**

**27.1.** The general circuit breaker must cut all electrical circuits, battery, alternator or dynamo, lights, ignition, electrical controls, etc.) and must also stop the engine.

**27.2.** The general circuit breaker must be easy reachable for crew (if they sitting normally, with fastened safety belts) and also from outside.

**27.3.** The circuit breaker switch outside of car must be situated close to windscreen left or right lower corner.

**27.4.** The breaker must be marked by a red lightning in a white-edged blue triangle with a base of at least 10 cm.

## **28. Crankcase ventilation**

**28.1.** Ventilation of engine must be guided into closed lubricant oil separation container, if the system is changed, comparing to base model. Container capacity must be no less than 2 litres, this container must be only placed stationary in engine compartment. The container must have a pipe for airflow that is discharged outside of the engine compartment.

## **29. Towing eyes**

**29.1.** All cars should be equipped at least with one enough strong towing eye in rear and in front of car. Instead of towing eye can be attached flexible towing loop strong enough.

**29.2.** It should be clearly visible and painted in bright yellow, red or orange.

## **30. Rear view**

**30.1.** The inside rear view mirror is not mandatory in the car.

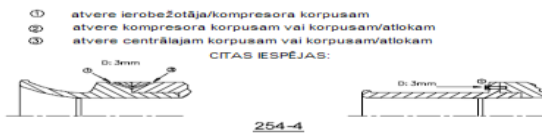
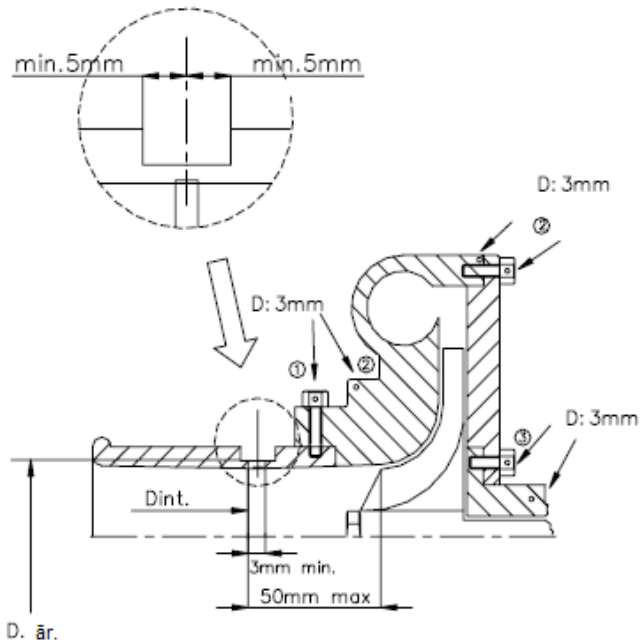
**30.2.** Rearward visibility must be ensured by two external rear view mirrors (one on the right and one on the left). Each rear view mirror must have a reflecting surface of at least 90 cm<sup>2</sup>.

## **31. Additional guidelines for safety actions**

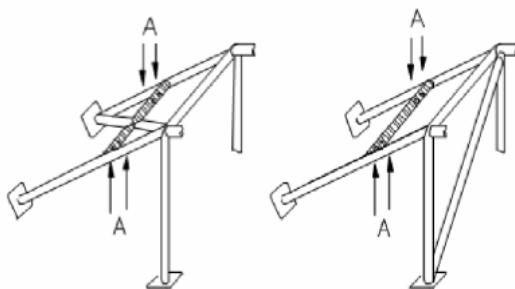
It is allowed to use only homologated titanium, Kevlar and carbon plastic parts in construction of vehicle, except covering panels in the occupant space and in the engine compartment.

## Drawings

## 1. Brėžinys/ drawing 254-4

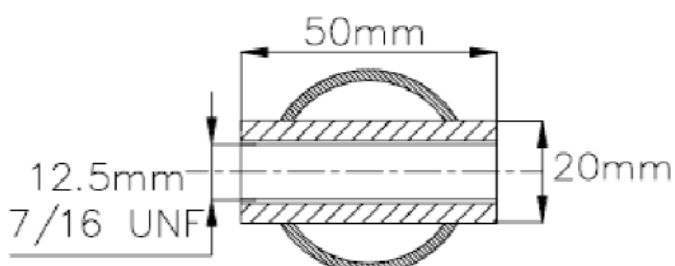


## 2. Brėžinys/ drawing 253-66



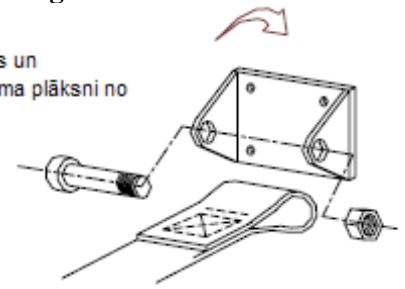
④ trous de montage pour harnais  
mounting holes for harness

### 3. Brėžinys/ drawing 253-67



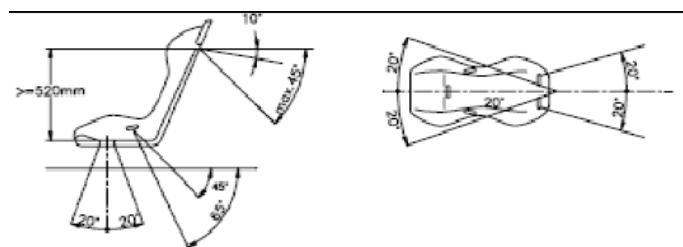
#### 4. Brėžinys/ drawing 253-63

plāksne montēta pie šasijas un  
pastiprināta ar pastiprinājuma plāksni no  
otras puses



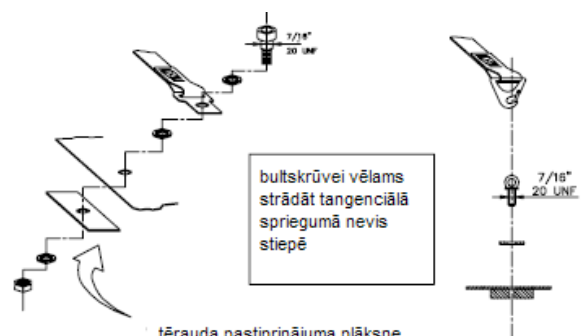
253-63

## 5. Brėžinys/ drawing 253-61



253-61

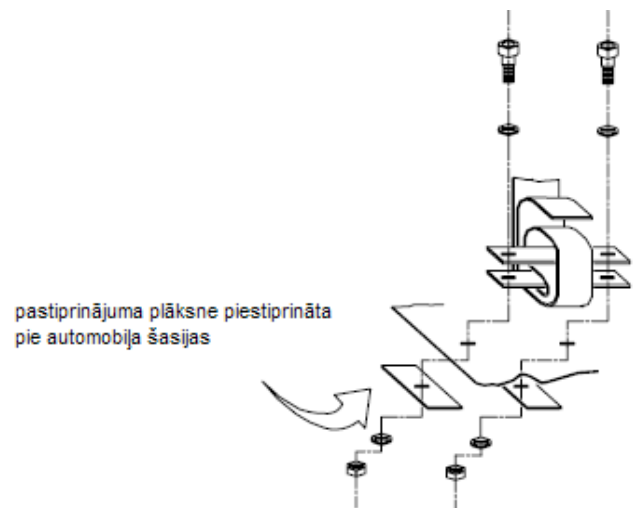
## 6. Brėžinys/ drawing 253-62



tērauda pastiprinājuma plāksne  
stiprinās pie automobiļa šasijas

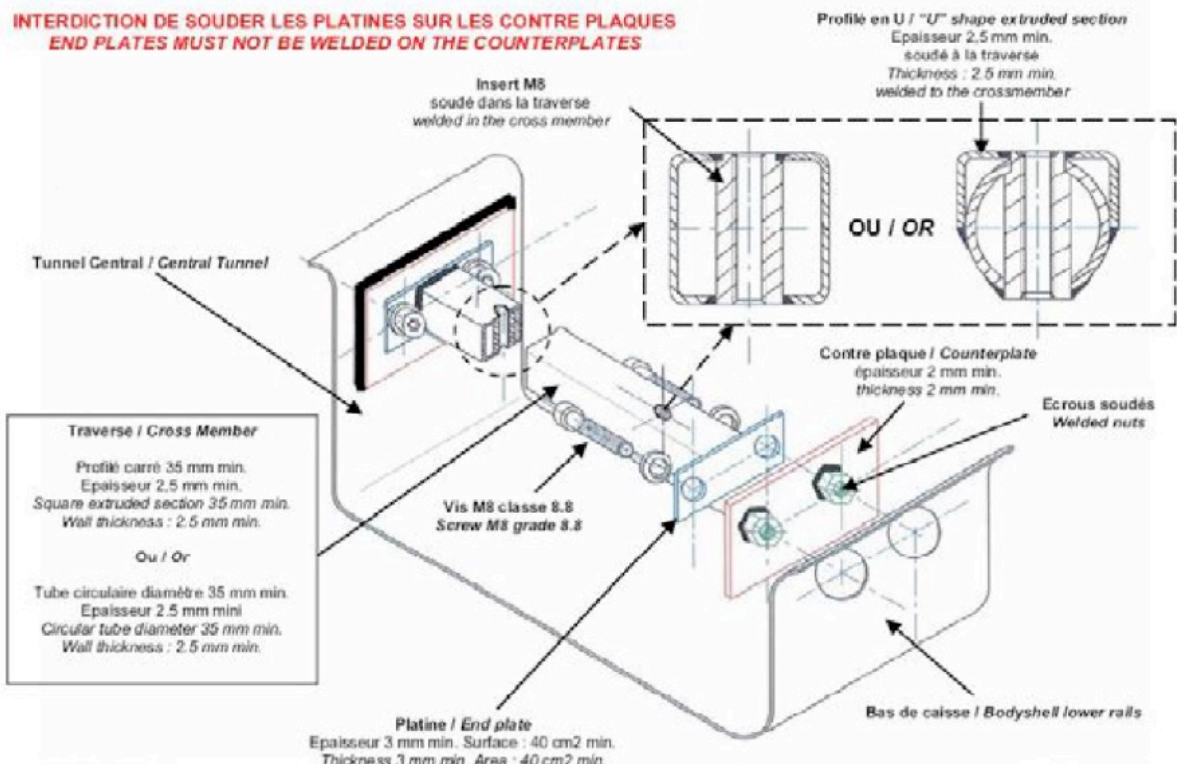
253-62

## 7. Brėžinys/ drawing 253-64

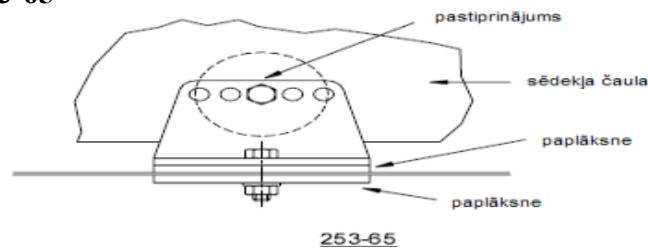


253-64

## 8. Brėžinys/ drawing 253-65B



## 9. Brėžinys/ drawing 253-65



### Informative notes for safety equipment

#### In general informative notes for safety equipment:

Considering that information about safety equipment is renewed and added continuously, the members of Rally sprint have to follow to the publication in FIA internet page, in section of Regulations, subdivision – Technical lists, also in LASF internet page in Rally committee section – [www.lasf.lt](http://www.lasf.lt).

#### 1. Šalmai/ Helmets

1.1. [http://argent.fia.com/web/fiapublic.nsf/38AE7C3868E519BCC12572FB00559173/\\$FILE/L25\\_standards\\_helmets.pdf](http://argent.fia.com/web/fiapublic.nsf/38AE7C3868E519BCC12572FB00559173/$FILE/L25_standards_helmets.pdf)

#### 2. Sėdynės/ Seats

2.1. [http://argent.fia.com/web/fiapublic.nsf/A980DAFFD78D471EC12574E1002E55D5/\\$FILE/L12\\_Approved\\_seats.pdf](http://argent.fia.com/web/fiapublic.nsf/A980DAFFD78D471EC12574E1002E55D5/$FILE/L12_Approved_seats.pdf)

#### 3. Saugos diržai/ Safety belts

3.1. [http://argent.fia.com/web/fiapublic.nsf/072E3132137B7AF0C1257451004EC9BC/\\$FILE/L24\\_Approved\\_harnesses.pdf](http://argent.fia.com/web/fiapublic.nsf/072E3132137B7AF0C1257451004EC9BC/$FILE/L24_Approved_harnesses.pdf)

3.2. [http://argent.fia.com/web/fiapublic.nsf/A163DDBBF4E058C0C12574DE00463F0A/\\$FILE/L24\\_Approved\\_harnesses.pdf](http://argent.fia.com/web/fiapublic.nsf/A163DDBBF4E058C0C12574DE00463F0A/$FILE/L24_Approved_harnesses.pdf)

#### 4. Kombinezonai, apatiniai drabužiai, pirštinės/ Race suits, underwear, gloves

4.1. [http://argent.fia.com/web/fiapublic.nsf/413AEB7625A18F67C12574DE0036CD5F/\\$FILE/L27\\_Approved\\_clothing\\_materials.pdf](http://argent.fia.com/web/fiapublic.nsf/413AEB7625A18F67C12574DE0036CD5F/$FILE/L27_Approved_clothing_materials.pdf)

#### 5. FHR („Frontal Head Restraint“) galvos įtvirtinimo sistema/ FHR („Frontal Head Restraint“)

5.1. [http://argent.fia.com/web/fiapublic.nsf/244F498EA184C30DC12574D300563D55/\\$FILE/L29\\_approved\\_Hans\\_system.pdf](http://argent.fia.com/web/fiapublic.nsf/244F498EA184C30DC12574D300563D55/$FILE/L29_approved_Hans_system.pdf)

5.2. [http://argent.fia.com/web/fiapublic.nsf/69D8C07075D7AFBAC12572FB00559224/\\$FILE/L36\\_approved\\_Head\\_restraint.pdf](http://argent.fia.com/web/fiapublic.nsf/69D8C07075D7AFBAC12572FB00559224/$FILE/L36_approved_Head_restraint.pdf)