

Lithuanian Rally Championship 2016

REGULATIONS

APPROVED:
LASF Rally Committee, 30.11.2015

Protocol No. 2015-16

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IMPORTANT! In the case of difference of interpretation as regards the terms used in various translations of Supplementary Regulations, only the Lithuanian version will be considered authentic.

DEFINITIONS USED IN THESE REGULATIONS:

- **Cars** – land vehicles, propelled by its motor mechanisms and driven by at least four turning wheels, which are not in one line and sustain a constant contact with land. At least two of the wheels are dirigible and at least two are driving.
- **ASF** – National club or national federation, recognised by FIA as the sole holder of sporting power in the country. LASF – In the Republic of Lithuania.
- **ORRLASC** – Organising and Running Regulations for Lithuanian Automobile Sport Competitions.
- **Competitor** – a person participating in the LRC event, the first or the second driver, holding a valid driving license, noted in LASK.
- **FIA** – International automobile sport federation.
- **FIA TSK** – International Automobile Sport Code.
- **Homologation** – is the official certification made by the FIA that a minimum number of cars of a specific model has been made on series-production terms to justify classification of these regulations. (FIA TSK “J” art. 251, p. 2.1.7.).
- **Club** – public or private juridical person, acting in the automobile sport according to its regulations.
- **Team** – a group of sportsmen of one club who participate in the LRC event and have a license indicated in LASC. A team involves sportsmen and official representatives
- **LASF** – The Lithuanian Automobile Sport Federation.
- **LASF Court of Appeal** – an institution which has a right to make a final decision in case of contentions in Lithuanian automobile sport.
- **LRC** – Open Multi-event „A“ League Lithuanian Automobile Rally Championship;
- **LRC event** – Lithuanian Automobile Rally Championship event held by LASF attorneys;
- **LASC** – Lithuanian Automobile Sport Code.
- **NEZ** – Northern Europe Zone.
- **ERC** – Estonian Rally Championship.
- **LvRC** – Latvian Rally Championship.
- **BYRČ** – Belarus Rally Championship.
- **Official results** – achievements of competitors approved by Stewards under definite rights in LRC event, series of competition - results approved by LASF Rally Committee under the definite rights.
- **Organiser** – a juridical person, approved by the Rally Committee as an organiser of LRC events and competitions, who gets a right to organise and hold LRC events and competitions under the agreement with LASF.
- **Supplementary regulations** – a document, prepared in accordance with the example approved by Rally Committee and reglamenting the pursuance of LRC event / competition by the organiser of LRC event / competition.
- **Entrant** – a juridical person who participates in LRC and has an entrant’s license (LASK 108, art. 110) rendered by LASF or other ASF.
- **Entrant’s representative** – a person(s), noted in the entrant’s licence, who is delegated to represent the interests of entrant and entrant’s sportsmen in LRC event.
- **Rally Committee** – part of LASF which administers rallying.
- **Regulations** – Lithuanian automobile rally championship regulations, issued by the Rally Committee of Lithuanian Automobile Sport Federation.
- **Stewards** – Panel of Stewards. Stewards have the highest sports authority, the main task of which is to administer the implementation of requirements of LASF regulations, rules, supplementary regulations and also the programmes of LRC events/competitions.
- **T-2016** – LASF Lithuanian Rally Sporting Regulations 2016.
- **Technical requirements** – requirements for cars defined by FIA, LASF or appropriate ASF regulations, including safety requirements which have to be conformed by cars which participate in LRC event / competition.

- **Article** – marked by numbers of the main text;
- **Section** – marked by numbers (1.1., 1.2. ... etc.);
- **Point** – marked by numbers (1.1.1, 1.2.1 ...etc.);
- **Subpoint** – marked by letters (a, b, c, ... etc.).

1. GENERAL PROVISIONS

1.1. Lithuanian Automobile Sport Federation (LASF), following The Physical Culture and Sport law of the Republic of Lithuania and LASF regulations, organises Open Multi-event Lithuanian automobile rally championship 2016 (LRC).

1.2. LRC events are held following FIA TSK, LASK, ORRLASC, T-2016, FIA and LASF automobile technical regulations, these regulations and supplementary regulations of separate LRC events; in case of differences between LASK and FIA TSK, LASK articles will be binding.

1.3. LASF Rally Committee administrates LRC, enacts, supplements, changes and explains the documents which regulate the running of the competition.

1.4. LRC event(s), under the decision of Rally Committee, can be held in foreign countries. The running conditions of the event(s) in other country, in consideration of LRC regulations, are coordinated in advance with LASF and ASF of the country, where the competition takes place. The peculiarities of LRC events in foreign countries are indicated in the supplementary regulations of that competition.

2. LRC EVENTS

2.1. LRC consists of LRC events which are included into the LASF sport competition and event calendar. There are planned seven events in LRC.

Event	Place	Rally	Date	Organiser
1	Utena	Halls Winter Rally	January 29-30 th	Pitlane
2	(Võru) (EE)	Talveralli Rally	February 19-20 th	MTÜ RoadBook
3	Talsi (LV)	Talsi Rally	May 21-22 nd	RA Events
4	Kelmė	Rally Žemaitija	June 17-18 th	Kelmės ASK
5	Zarasai	300 Lakes Rally	August 12-13 rd	Autosporto projektai
6	Elektrėnai	DHL Rally Elektrėnai	September 9-10 th	Čapkausko autosportas
7	Druskininkai	Rally Classic	September 30 th – October 2 nd	AJAGS

The precise title, place and organiser of the event are published on LASF website www.lasf.lt. LASF has the right to change the calendar. Conditions of changing the calendar are described in ORRLASC.

3. COMPETITORS. ENTRY INTO LRC

3.1. All competitors (first and second drivers), holding valid Driver's license issued by the LASF or other parental ASN (valid in this event) as well as being included into Entrant's licence, may take part in the LRC. Competitor younger than 18 years is able to take part in the LRC event only by individual LASF Rally Committee decision.

3.2. All competitors who want to participate in LRC must submit "Entry form of the Championship" to pay an entry fee.

3.3. Competitor who changes group or class in the course of LRC, must submit a revised "Entry form

of the Championship” to LASF. There is no additional fee for it.

3.4. 1st and 2nd drivers of each classification are classified in LRC if they participate in no less than 2 (two) events.

3.5. An official list of competitors is published on LASF website www.lasf.lt.

3.6. An entrant, who wants to participate in “Team Classification”, must submit “Team Entry Form” to the secretariat of LRC event till the administrative checks and pay a team entry fee. The maximum number of crews in “Team Entry Form” cannot be greater than 3 (three).

4. ELIGIBLE CARS. CATEGORIES. STARTING NUMBERS. ADVERTISING

4.1. Eligible vehicles for 2016 LRC shall be cars belonging to international FIA groups “N”, “A”, “R”, “Super 2000” as well as national groups “L” and “SG”. WRC cars do not participate in LRC.

4.2. Requirements for the cars:

- **Group N** vehicles, which comply with Group N homologation, which is valid or ended not more than 4 years ago, and which comply with the requirements of 251, 252, 253, 254 articles of 2016 FIA Appendix J.
- **Group A** vehicles (except WRC), which comply with Group A homologation, which is valid or ended not more than 4 years ago, and which comply with the requirements of article 255 of 2016 FIA Appendix J.
- **Group R** vehicles, which comply with the technical requirements of 260, 261, 260D articles of 2016 FIA Appendix J.
- **Super 2000 - Rally** - cars, which comply with the technical requirements of 254A article of 2016 FIA Appendix J: 2.0 l atmospheric engines.
- **Super 2000 Rally/WRC** cars, which comply with the technical requirements of 255A article of 2016 FIA Appendix J: 1.6 l turbo engines with maximum 30 mm of internal diameter of the air restrictor (RRC).
- **Super 1600** cars, which comply with the latest homologation, which is valid or ended not more than 4 years ago and technical requirements of 255 article of FIA Appendix J of the same year.
- **L (national) group** cars, which comply with the 2016 LASF national technical requirements for group „L“. WRC cars, WRC cars with expired homologation, WRC cars not complying with the homologation can not go in this group.
- **SG (national) group** cars, which comply with the 2016 LASF national technical requirements for group „SG“.

4.3. The cars of all the groups are divided into the classes:

N	(N1)	up to 1400 cm ³ ,
	(N2)	over 1400 up to 1600 cm ³
	(N3)	over 1600 up to 2000 cm ³
	(N4)	2000 cm ³ turbo (restrictor: 33 mm)
A	(A5)	up to 1400 cm ³
	(A6)	over 1400 up to 1600 cm ³

	(A7)	over 1600 up to 2000 cm ³
	(A8)	2000 cm ³ turbo (restrictor: 34 mm)
R	(R1A)	up to 1400 cm ³ ,
	(R1B)	over 1400 up to 1600 cm ³
	(R2B)	over 1400 up to 1600 cm ³
	(R2C)	over 1600 up to 2000 cm ³
	(R3C)	over 1600 up to 2000 cm ³
	(R3T)	up to 1620 cm ³ turbo (restrictor: 29 or 20,5 mm)
	(R3D)	up to 2000 cm ³ turbo (restrictor: 29 or 20,5 mm)
	(R4)	2000 cm ³ turbo (restrictor: 33 mm)
	(R5)	1600 cm ³ turbo (restrictor: 32 mm)
L	L7	up to 2000 cm ³
	L8	over 2000 cm ³ up to 3500 cm ³ (all wheel drive cars). For forced induction cars - restrictor: 34 mm).
	L9	over 2000 cm ³ up to 3500 cm ³ (two wheel drive cars)
SG	SG	up to 2000 cm ³
Super 2000/WRC (RRC)		1600 cm ³ turbo (restrictor: 30 mm)
Super 2000		2000 cm ³
Super 1600		up to 1640 cm ³

4.4. All Competitors must have a technical passport for sports car, issued by LASF or other ASF.

4.5. In 2016 FIA homologated frontal head restraint system (FHR) is mandatory for all competitors.

4.6. In 2016 LRC all safety equipment and clothing of competitors must comply with the 2016 FIA requirements.

4.7. In 2016 LRC the use of commercial E85 fuel (bioethanol), sold by retail is allowed.

4.8. Start numbers, drivers' surnames, an advertisement of organiser of LASF and LRC event must comply with the requirements, noted in Appendix No. 1 (Deployment of start numbers and advertising texts), and they must be stuck on the car as noted in the mentioned drawing.

4.9. The eligible vehicles to participate in classification of separate events shall be the cars that meet above technical and safety requirements. This means the WRC cars with expired homologation must comply with expired (not necessarily the latest) WRC homologation of that car as well as 255 article of FIA Appendix J of the same year of expiration.

5. CLASSIFICATION IN LRC AND LRC EVENTS

5.1. Classifications kept in LRC and each LRC event of 2016:

5.1.1. Personal classifications for I and II drivers:

Classification name	Classes that may participate in a classification	Notes
LRC1	Super 2000 (RRC): 1,6 turbo engines with 30 mm restrictor Super 2000: 2,0 naturally aspirated engines	<i>Except WRC cars.</i>

	A8 R5 L8 R4 „Baltic Open“	
LRC2	N4 N4LT	
LRC3	R2C, R3C, R3T, R3D A7 Super 1600 R1A, R1B R2B Kit-car up to 1600ccm A5, A6 N1, N2, N3 L7	
LRC4	L9	
LRC5	SG	
AWD	All four wheel driven cars	<i>(awarded at the end of the season)</i>
2WD	All two wheel driven cars	<i>(awarded at the end of the season)</i>
LRC Junior	I st drivers not older than 25 years of age (on January 1 st , 2016), participating in LRC3 and LRC5 classifications and driving vehicles with engines not greater than 2000 cm ³	<i>(awarded at the end of the season)</i>

5.1.3. Team classification. This classification is counted for teams, which have submitted a “Team Entry Form” for LRC event.

5.1.4. Other classifications. If LRC event takes place together with other rally competitions, other classifications (e.g. “I” historic vehicles), which are noted in supplementary regulations of LRC events, can also be counted in the competition. It is allowed to participate in this competition with vehicles, which comply with the requirements of the supplementary regulations.

6. POINTS IN LRC AND LRC EVENTS

6.1. Points in LRC event and LRC:

6.1.1. Points in each classification for Ist and IInd drivers in two-day rallies are counted as follows:

1 st place – 25 points	6 th place – 8 points
2 nd place – 18 points	7 th place – 6 points
3 rd place – 15 points	8 th place – 4 points
4 th place – 12 points	9 th place – 2 points
5 th place – 10 points	10 th place – 1 point

Bonus points in each classification for Ist and IInd drivers will be awarded according to the standings of each leg as follows:

1 st place – 7 points
2 nd place – 6 points
3 rd place – 5 points
4 th place – 4 points
5 th place – 3 points
6 th place – 2 points
7 th place – 1 point

In order for bonus points to be awarded, each Leg must comprise of a minimum 25% of total length of special stages. To be eligible for bonus points, the car of the crew must remain in the *parc ferme* at the end of the Leg.

6.1.2. Points in each classification for Ist and IInd drivers in one-day rallies are counted as follows:

1 st place – 32 points	6 th place – 10 points
2 nd place – 24 points	7 th place – 7 points
3 rd place – 20 points	8 th place – 4 points
4 th place – 16 points	9 th place – 2 points
5 th place – 13 points	10 th place – 1 point

6.1.3. Last LRC event has a 1,5 coefficient for points in each classification for Ist and IInd drivers.

6.1.4. There is a “Power stage” system beginning in 2016, according to which, bonus points are awarded in each classification for Ist and IInd drivers for winning a “Power Stage” as follows:

1 st place – 3 points
2 nd place – 2 points
3 rd place – 1 point

If this stage is cancelled, bonus points are awarded on condition that not less than 75% of the participants of the classification have started the stage.

Rally Committee decides, which stage will be a “Power stage”. This information is announced in the supplementary regulations.

6.2. Calculation of points at the end of LRC:

6.2.1. At the end of LRC points from best 6 events for every Ist and IInd driver in each classification are summed up. However, the number of events is reduced by number of events the driver is disqualified/excluded from.

6.2.2. 2016 LRC is considered to have occurred in the classifications for Ist and IInd drivers if not less than 4 (four) crews participated in not less than 4 (four) LRC events.

6.3. Team classification are divided into event team classification and LRC team classification.

6.3.1. Team classification of the event is calculated according to the gained team points of the crews.

6.3.1.1 Sum of team points is made by adding points from each classification of **all** crews (from three crews, presented in “Team Entry form”) in the event.

6.3.1.2. The position of the team in LRC event is estimated according to the highest amount of “Team points”. If teams collect the same amount of points in LRC event, the higher place is given to the team, the crew of which has won more higher places in classifications for Ist drivers.

6.3.1.3. Team points in LRC event are awarded for positions taken in the event according to the table in p. 6.1.1.

6.3.2. The determination of team position in LRC.

6.3.2.1. The final team position in LRC is estimated according to the highest amount of points of team classifications of all events.

7. RUNNING OF LRC EVENTS

7.1. LRC event is regulated by the organiser approved by Rally Committee according to the conditions set by Rally Committee.

7.2. The mandatory overall length of special stages (SS) of LRC event is:

- For two-day rallies – no less than 100 km and not more than 150 km (not less than 30 km on the first day).
- For two-day rallies – no less than 80 km and not more than 110 km.

SS cannot fully or partly repeat more than two times. Requirements of this point may have exceptions, however, only in special cases, approved by the Rally Committee.

Maximum special stage distance between two service parks cannot be greater than 80 km.

7.3. Each LRC event is held according to the supplementary regulations made by organiser and

approved by Rally Committee and LASF general secretary. Supplementary regulations should be submitted for reviewing not later than **6 (six)** weeks till the beginning of the appropriate LRC event. Approved supplementary regulations have to be published on LASF and/or organiser's websites not later than **4 (four)** weeks till the beginning of the appropriate LRC event.

7.4. Starting order for LRC event.

7.4.1. Starting order for the 1st leg of the rally is made by organiser according to the actual stage speed of the crews. Start positions for FIA priority drivers are appointed regardless of the speed. Final start order is made and approved by Rally Committee.

7.4.2. Starting order of the following legs must be made up according to the general classification of the last leg.

7.5. To ensure fair play, LASF Rally Committee and the organiser publishes local zones or map of roads, which are prohibited to visit, in LASF/organiser's official websites not later than **4 (four)** weeks prior to LRC event.

7.6. The restart (Rally 2) in the next or final leg of the rally for entrants, who retired from LRC event not later than in the next-to-last leg after the accident or technical problems of the car, is available only after following conditions:

- Any competitor who restarts will not be classified in the final classification and thus not be eligible for Championship points, except bonus points for classification of each leg of the rally and the "Power stage";
- In separate cases, following the decision of Clerk of the Course, competitor who restarts after the accident, must get a permission of Chief Doctor of LRC event.
- Intention to restart must be made by filing the Rally Committee approved request form (Appendix No. 3) following the requirements of T-2016 art. 46.1.

7.7. For the purposes of enhancing the safety of events, ensuring the operative communication of SOS signal and observance of event prescribing documents, every organiser of LRC event must use satellite GPRS/GSM/GPS communication safety and control equipment, which is obligatory for every competitor during reconnaissance and event. Safety and control system must be connected with monitoring station, which stores all data transmitted from the device. Data must be also stored in the device itself. The system must have autonomous power source sufficient for functioning during all event. Device must have "SOS" and "OK" message buttons. Geographical position of all crews must be observed during the reconnaissance and whole event in the rally HQ. Organiser must supply safety and control equipment to all of the competitors of the race.

8. ENTRY INTO EVENT. ENTRY FEES

8.1. Persons, who wish to participate in LRC event, must submit a fully filled "Entry form" to the organiser. If the entry form is submitted electronically, organiser or Rally Committee has a right to ask for an original entry form before including competitor into the entry list. In any case an original entry form must be submitted during administrative checks. Competitor can consider himself as correctly submitted an entry form only when he/she receives a confirmation about the acceptance of the entry form from the organiser. The closing date for entries must be no later than 12 days before the start of LRC event. Exceptionally LASF Rally Committee may authorize late entries.

8.2. In every LRC event entry fee, indicated in the supplementary regulations of LRC event and paid to the organiser in time, cannot be higher than:

Classifications	One-day rally	Two-day rally
LRC1, LRC2	400 Eur	500 Eur
LRC3, LRC4	300 Eur	400 Eur
LRC5	200 Eur	300 Eur

Deposit for "zero" cars, detailed in LRC event supplementary regulations, cannot be lesser than 250 Eur.

Entry fees include VAT. An organiser has a right to increase an entry fee up to 1.5 times if it is not paid in time.

8.3. In each LRC event **team entry fee is 70 Eur.**

8.4. When local zones or map of roads, which are strictly prohibited to visit, are published on LASF and/or organiser's website, competitors, who participate and who are going to participate in 2016 LRC, are strictly prohibited to be in forbidden roads or local zones. Offenders registered in forbidden places by the persons appointed by the Organiser will be imposed the penalties under the 153 article of LASC by Rally Committee.

9. INSURANCE

9.1. All cars participating in LRC must hold Compulsory Motor TPL insurance valid in the Republic of Lithuania.

9.2. Competitor's (who drives in the special stages) civil liability, covering the damage (which is a result of an accident) for person and (or) property, is insured by the Organiser.

10. PROTESTS. APPEALS

10.1. Entrant or his/her representative has a right to lodge a protest. The lodging of protests is regulated by LASC.

10.2. Protest must be lodged together with the 145 Eur fee. It is returned if protest is upheld.

10.3. If a protest requires the detailed inspection of vehicle parts, the commission of the representative of the party, which has lodged a protest, the representative of the crew, against which a protest is lodged, and the representative of Stewards of LRC Rally is formed.

10.4. A protester must also pay the following fees:

- 60 Eur, in order to check bodywork, steering system, braking system, reduction gear, cardan-shaft;
- 290 Eur, in order to check the conformity of the engine, when engine is dismantled incompletely (crankshaft is not separated from cylinder block head) for cars, participating in 1, 2 classifications;
- 145 Eur, in order to check the conformity of the engine, when engine is dismantled incompletely (crankshaft is not separated from cylinder block head) for cars, participating previously not mentioned classifications;
- 1160 Eur, in order to dismantle an engine head, engine block, stroke, crankshaft, cylinder diameter, oil pump for cars, participating in 1, 2 classifications;
- 580 Eur, in order to dismantle an engine head, engine block, stroke, crankshaft, cylinder diameter, oil pump for cars, participating in classifications, not mentioned previously.
- In all cases Stewards can require an additional deposit (set by the Stewards), which ensure the expenses for the reconstruction of the car.
- If a protest is not satisfied, a protester must cover all the expenses for the reconstruction of the car.

10.5. If Stewards do not satisfy a protest, a protester can submit an appeal together with the 580 Eur fee, set by LASF Council. A submission of an appeal is regulated by LASC.

11. AWARDS

11.1. At the end of LRC event:

11.1.1. 1st and 2nd drivers of each classification, who won 1st – 3rd places, will be awarded with Organiser cups and prizes if they are established. When there are multiple championships in one event, 1st and 2nd drivers from different classifications, who won 1st – 3rd places, will be awarded with Organiser cups and prizes if they are established (e.g., LRC, LvRC and NEZ).

11.1.2. Teams placed 1st – 3rd in LRC team classification will be awarded with Organiser's cups.

11.1.3. Other awards should be detailed in Supplementary regulations of LRC events and/or other events.

11.2. At the end of LRC:

11.2.1. 1st and 2nd drivers, who won 1st – 3rd places in held competitions, will be awarded with LASF trophies and diplomas. Monetary prizes are given if they are established. 1st place winners will be named **Automobile Rally Champions of Lithuanian Republic** in appropriate classifications.

11.2.2. Teams placed 1st – 3rd in LRC Team classification, will be awarded with LASF cups and diplomas. 1st place winner will be named **Automobile Rally Team Champion of Lithuanian Republic**.

12. CHANGES. UNEXPECTED CASES

12.1. The enactment, supplement, change and explanation of regulations are regulated by LASC and General Pursuance provisions of Lithuanian automobile sport official competitions.

12.2. Unexpected cases in Regulations are solved by LASF Rally Committee.

There are 11 pages in LRC Regulations.

APPENDIXES:

1. Deployment of start numbers and advertising texts, year 2016	1 page
2. LRC entry form, year 2016	1 page
3. A declaration of fuel used in LRC event	1 page
4. A declaration of safety equipment used in LRC event	2 pages
5. Instructions of usage and mounting of safety and tracking equipment	2 pages
6. Agreement to take responsibility and instructions about possible risks	1 page
7. Safety rules for media representatives in Lithuanian rally championship	1 page

This document is applicable from January 1st, 2016.

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LASF General Secretary
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