

Omnitel 1000 km race
July 14 - 17, 2010 Palanga, Lithuania

SPORTING REGULATIONS

I. General conditions

1. The event is named "Omnitel 1000 km race" (Event). The Organiser is UAB "Promo Sportas" (Organiser).
2. Event is held in a temporary circuit in Palanga (Lithuania) on ~~145-178~~ July 20~~09~~10.
3. The event will be run in compliance with FIA International Sporting Code, LASF Automobile Sporting Code, the present Sporting Regulations, Supplemental Regulations and bulletins.
4. The event Technical Regulations are inseparable from the event Sporting Regulations.
5. The Organiser has the right to change the Sporting Regulations for increasing safety demands and developing event's organization.
6. The event Sporting Regulations is in Lithuanian language. In case of any dispute about the interpretation of the present Regulations, only Lithuanian text will be binding.
7. The event and its components are property of Organiser.
8. Accounts are run in LTL (1 EUR = 3.465 LTL) in cash or by bank transfer:
 JSC "Promo Sportas"
 Reg. Code 123917379
 VAT Code LT239173716
 Adress: Baltupio str. 167c, 08412 Vilnius, Lithuania

Bank:

AB bankas SNORAS, IBAN LT490075800115467132, banko kodas 00758

A. Vivulskio g. 7, LT-03221 Vilnius, SWIFT SNORLT22

or

AB „SEB bankas“; IBAN LT057044060000210789; banko kodas 70440
 Gedimino pr. 12, LT-01103 Vilnius, SWIFT kodas BIC CBVI LT 2X

or

AB "Swedbank", IBAN LT127300010072219541, banko kodas 73000
 Savanorių pr. 19, 03502 Vilnius, SWIFT kodas HABALT22

All sums are indicated without VAT.

9. For information:
 Promo Sportas, Baltupio str. 167c, 08211 Vilnius, Lithuania, Phone: +370 5 275 79 85, Fax: +370 5 275 79 87; Mail to: info@promosportas.lt; URL: www.promosportas.lt

II. Definitions

10. Garages – the place in Pitlane, allocated for teams purposes during the race. The temporary pavilions can be built.
11. Team – natural or legal person or their association applied for participating in the Event.
12. Team staff – persons, which are allowed to stay in Pitlane during the event
13. Team Director – person, indicated in entry form and authorized to perform as Competitors representative.
14. Paddock – place, allocated for teams pavilions, trucks etc.
15. Competitor – holder of the competitors licence according FIA International sporting code. Driver – Holder of the drivers licence.
16. Pitlane - For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane", and is the only area where any work may be carried out on a car.
17. 100 laps race – additional race for Omnitel 1000 race non qualifiers. All Omnitel 1000 race regulations are valid with special exceptions for 100 laps race

III. Entry forms and registration fee.

18. Entry forms are accepted from the 1st of January 20~~10~~⁰⁹ till the ~~30th~~^{29th} of June ~~2009~~²⁰¹⁰. A signed Entry form must be sent to Organiser by fax or by post. A copy of Entry form by e-mail is required. Competitor must submit a signed entry form and pay the registration fee. All correct entries will be accepted
19. Original entry form must be printed from web registration form (www.promosportas.lt) and must be signed by all drivers and competitor. For consultation please call +370 5 275 79 85 or mail to: info@promosportas.lt.
20. Start fee is set as follows:

| Period | Fee | With | VAT | Appr. EUR |
|---|----------|---|-----|---|
| Before 1 st March | 2700 LTL | 2119 ²¹¹⁹ % | | 95534 ⁹⁵⁵³⁴ EUR |
| From 2 nd March ^{April} to 1 st May | 3200 LTL | 326743 ³²⁶⁷⁴³ LTL | | 110332 ¹¹⁰³³² EUR |
| From 2 nd May | 3700 LTL | 447703 ⁴⁴⁷⁷⁰³ LTL | | 1309276 ¹³⁰⁹²⁷⁶ EUR |

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 If a team withdraws from the event ~~7 days till 22nd of June~~^{7 days till 22nd of June} start of the event, 50% of entry fee will be returned. ~~After 22nd of June Later~~^{After 22nd of June Later} – no entry fee compensation. Any amendment on the entry form concerning the crew announced after the entry form was submitted – ~~10050~~¹⁰⁰⁵⁰ LTL + VAT fee.

21. -

IV. Teams, participants

22. A team may consist of minimum 2 and maximum 4 drivers with one car. Drivers, identified in the entry form, must not be changed after the first scrutineering. One driver may be entered by 2 teams. **During the qualifying, driver can represent just one team. If driver qualifies for two teams – all his times will be cancelled.**
23. Competitors team name (indicated in the license) will be displayed as Team name.
24. Competitors, drivers and all team staff and persons associated with them confirm that they understood the Sporting Regulations, technical regulations and agree, on its own behalf of everyone associated with its participation in the event, to observe them. Also do not lay claim to the organiser because of incurred damage in the event.
25. Competitors must ensure that their cars comply with the technical regulations throughout the event.
26. All drivers must be in possession of a valid sporting license and medical form. During registrations the driver must present competitors license too.
27. Organiser confirms the entry form in 20 working days. If the entry is not confirmed competitor will be informed in writing.
28. Organiser has a right not to confirm an entry without specifying reasons.

V. Fuel deposit

30. Every Competitor must account to AB "Ventus Nafta" (Orlen) for actual amount of utilised fuel. There is a possibility to get debit or credit fuel cards in advance. No additional fuel fee is included.

VI. Event definitions

31. The Event consists of free practice, qualifying practice and race.
32. Race distance – 1000 km (however maximum 10 hours) (1 lap - 2994 m length; 335 laps).
33. Duration of the Event is 5 days (Tuesday, Wednesday, Thursday, Friday and Saturday). Timetable will be presented in Supplement Regulations.
34. Sporting checks and preliminary technical commission will be held on Tuesday and Wednesday, practice - on Thursday, 100 Laps race and qualification – on Friday, start – on Saturday. Preliminary start time is 10:45 a.m. The exact start time will be indicated in the Supplement Regulations.
35. Supplement Regulations will be present for Competitors on www.promosportas.lt not later than 12 days till the event.
36. Drivers of one team are recommended to wear one colour and model sporting overalls. All drivers' equipment must have valid FIA homologation.

VII. Cars, classes

37. Cars that satisfy Technical Regulations and have valid technical card can be registered in Event. After the qualifying 50 cars will be allowed to Omnitel 1000 km race and other 50 to 100 Laps race
38. The team could use one main and one reserve car. The reserve car could only be used in case of irretrievable damage of the main car confirmed by chief scrutineer. The car can be changed just before the

start of the race and this could be done just one time. The reserve car must be approved as reserve car during the first scrutineering. If the car is changed after qualifying a team will start the race from the last position on the grid.

39. All cars that participate in free practice, qualifying practice and race must be clean and without striking body damages.

40. Cars that satisfy these classes' technical requirements can participate in Event:

- A1600 (up to 1600 cm³)
- Super Production (FIA Super production and BaTCC Super Production)
- A2000 (up to 2000 cm³)
- A3000 (up to 3000 cm³)
- A3000+ (over 3000 cm³)
- GT (GT3 and GT2 cars with present or expired FIA homologation, all cars with engines with more than 6 cylinders. For GT2 cars individual restrictions will be set.
- X1 - Experimental cars
- D – diesel cars

41. At the request other classes could also be added. Cars adapted for rally or races of other type will be amalgamated to classes under the directions of the chief scrutineer.

42. Final decisions concerning class allocation will be made after the first scrutineering. If less than 5 cars are registered in class, they will be united with higher class.

VIII. Start numbers and drivers names on the cars

43. Start numbers are for a choice from 4 to 99. The priority is given according to date of presenting Entry forms.

44. Number dimensions: ~~minimum background – white, 420x400~~ (width) x ~~300x400~~ (height) mm, ~~minimal number height – 230 mm, minimal line width – 30 mm, minimal advertising area – 150 mm above the start number, width – 50 mm~~ **Numbers will be supplied by race promoter** ~~0 mm~~. Start numbers must be fixed on car bonnet and front doors from both driver and passenger sides.

45. Additional start numbers ~~(not provided by promoter)~~ must be fixed on the upper side of car front and rear window. Additional number dimensions: number height – 15 cm, colour – white, no background. A light reflecting material is recommended for producing of start numbers. Start numbers on car sides must be well seen in the dark (please contact the Organiser for a consultation).

46. Numbers 1-3 are given for the winners of 200~~9~~7 year.

47. All driver surnames must be written on the side rear window of right side of the car. Letters colour - white. Recommended font – Helvetica bold. Surnames order has to concur with identification letter order. That means that A driver is written in the first place, B - below and so on.

IX. Advertising

48. Promoter can freely use all the information (photo, video) and results in the way he wishes without any limitations. All advertising rights, TV internet and merchandising rights (computer games included) of the Omnitel 1000 km race are owned by Promosportas as promoter.

49. Competitor or driver advertising must be:

- 49.1. not forbidden by Lithuanian law
- 49.2. not conflicting with ethical and moral standards
- 49.3. can not be abusive.

49.4 If teams, competitors or participants sponsors' activity field coincides with Organizer's sponsors field, teams, competitors and participants must concert their advertising with Organizer and get written permission for advertising. Organizer leaves a right to himself not to indicate reasons of banning the advertising. Any telecommunications advertising except "Omnitel" is banned.

50. Competitors, drivers, teams have right to give press or TV interview or to use car for their advertising purposes.

51. Competitors, drivers, teams can use photo, video, name of the Event for the advertising purposes not changing view of event track and cars with original advertising of competitors and organizer and full name of the Event.

52. Competitors, drivers and teams must ensure that their sponsors would hold to 51 article requirements using event views or name in their advertising. Competitor is fully responsible of these requirements fulfilment. If Competitor breaks any requirement of, the 10 000 LTL fine is inflicted to Competitor. Fine must be paid to organiser account during 10 days after request.

53. Organiser is not responsible of media publications about the event.

54. Compulsory advertising scheme on the cars will be in the addition "Compulsory advertising scheme".
55. The advertising of Organizer is compulsory for the Competitors. The location of advertisement is indicated by supplement – Compulsory advertising scheme.
56. Competitor must secure that all compulsory advertising stickers are glued properly before he is given technical commission sticker. For every wrong glued sticker competitor gets 50 LTL fine and the sticker must be glued in a right way. If a car is non standard and stickers do not fit in proper positions, the competitor must get permission for substandard pasting stickers from organizer's responsible person. If during the event advertising stickers drop or they are attached in wrong places, the 500 LTL fine will be set to Competitor, and the car will not be allowed to resume racing before the advertising stickers will be set properly.

X. Sporting checks and scrutineering

57. Sporting checks and first scrutineering will take place in zone, which is indicated in Supplement Regulations. Registration day – Tuesday and Wednesday.
58. The cars should be delivered to the technical commission at the time set in Supplement Regulations. They will be let out of the scrutineering after the direction of Clerk of the course.
59. If a car is absent from the scrutineering and the presentation in Vytautas street, the Competitor must pay a fine of 500,- LTL (until the 1st practise).
60. During sporting checks, Competitor presents an entry form, drivers must present a valid sporting and a Competitor license. Personal presence of the drivers is compulsory. After proceeding sporting checks a technical control card is issued.
61. All drivers, Competitors and team staff must keep to sporting checks and scrutineering timetable which is presented in Supplement Regulations.
62. The chief scrutineer may:
- 62.1. check the technical condition of a car and driver's equipment at any time during an Event.
- 62.2. require a car to be dismantled by the competitor (his technicians) to make sure that the condition of the car complies with technical regulations. If this claim is not fulfilled the Competitor will be disqualified.
- 62.3. require Competitor or driver to present necessary parts for control.
- 62.4 During the first scrutineering all driver's equipment will be checked. Equipment must be presented by the driver in person.
63. After Qualifying practice (or during it) and the race (or during it) any car leaving the track may be taken to technical officers for inspection. Otherwise - result will be cancelled.
64. Car has to remain in the Inspection zone at least 30 min after qualifying practice and after race. At the Inspection zone can stay only technical officers.
65. The main technical control is after qualifying practice and after race finish.
66. If Competitor's car not confirm technical regulations of registered class, after the decision of Stewards it can be moved to higher class or not allowed to start in the event.
67. Clerk of the course can decide to check drivers by Alco tester during all event. It is allowed 0,1 promile concentration of alcohol. The driver can not participate in event and is punishable 2000 LTL fine if the concentration is higher 0,1. The Competitor will be punished by 2000 LTL fine too.
68. Drivers' equipment must be in compliance with the FIA homologation. Any clothing or helmets not complying with the homologation would be withdrawn by the chief scrutineer and will only be returned after the event.
69. Car, which - after having passed scrutineering - is damaged, must be re-presented after repair to the scrutineers and be approved in order to be allowed to continue in free practice, qualifying practice or race.
70. The scrutineers can check car during free practice, qualifying practice and race at any time. Selected driver has to go to the technical control zone for the check. Check time is 2 min. Counting of time is starting when car is stopped in technical control zone on the scales. If driver does not submit to chief scrutineer instructions to go to the technical control zone, his Race distance after claim is not counted till he will turn to the technical control zone. If a car does not comply Technical Regulations: a) all results taken till the car inspection during practice and qualifying would be canceled; b) a car must be modified to comply Technical Regulations. The car can continue race only in technical commission confirms that car complies technical requirements.

XI. General safety

71. The rescue services and race control are organized in compliance with the prescriptions of FIA International Sporting code appendix H chapter II.

72. During free practice, qualifying practice and race Drivers must use only arranged track. It's prohibited to drive the car in reverse gear in Pitlane. In Pitlane all the cars can only be pushed if there is the need to move backwards. The 300 LTL fine will be imposed for violation of this requirement.
73. During free practice, qualifying practice and warm-up lap it is forbidden to test starting procedure.
74. Driver intending to go to his pit must do so in good time making sure that he can do this without danger. In the pits a car may only be pushed backwards. 300 LTL fine is inflicted for Competitors, for breach of these regulations. Fine has to be paid during an hour to the organiser in cash.
75. Lapped drivers must allow faster drivers to pass. Such drivers will be warned by marshals with signal blue flag.
76. Intentional maneuvers are strictly prohibited if the aim is to trouble other driver.
77. Repeating mistakes, losing control and neglecting of marshals warnings can be the reason of disqualification.
78. Driver intending to leave the track must signal his intention to do so in good time making sure that he can do this without danger.
79. During practice, qualifying practice and race help for the car which is stopped on the track is forbidden. Competitor will be fined 1000 LTL for the first breach of this demand and may be disqualified for the second. Only marshals and other track staff can move car.
80. If car stopped or crashed the track marshals can move it to safe place. All drivers can not refuse to move car from the track. Driver must obey marshals' requests and be cooperative. When car is in the safe place, it could be repaired and can go back to the track. Only marshals can decide which place is safe.
81. During free practice, qualifying practice and race the engine may only be started using the starter, except on the pit lane where the use of an external starting device may be allowed. Only marshals or track workers can help to start the engine.
82. The stopped car must be left in neutral gear. The driver must leave the car immediately and proceed to the spectators' zone or the other safe place. Only if the marshals allow, the driver can go back to his car. For the breach of this regulation – the Stop&Go penalty may be inflicted. Any works on the car which is stopped on the race track is forbidden. For the breach of this regulation, the team will be disqualified.
83. Drivers taking part in free practice, qualifying practice and race must always use the FIA homologated equipment. The safety belts must be fully secured till the full stop in the Pits. The car can move from the pit place just after the driver is fully secured with safety belts. For the breach of this regulation the fine of 200 LTL will be set during the practices. During the race – stop&go penalty.
84. There is a strict limited speed during the practice, qualifying practice and race in the pitlane and refueling zone. (cars can not move faster than 40 km/h). Control will be provided with the radar. The beginning of the control zone is defined by yellow line in the entrance to the pits and refueling zone, and a yellow line at the exit defines the end.
85. If a driver exceeds speed 5 km/h or more, he would be penalized as follows:
- 85.1. during free practice, qualifying practice and intervals – 100 LTL for every violation. The fine has to be paid 1 hour till race start.
- 85.2. during the race - Stop&Go penalty.
86. After an incident or if the track is blocked, marshals can decide to change configuration of the track. Incident area can be marked with cones. Drivers have to decrease speed till minimum (speed of walking man) if, near the incident place they see the marshals waving yellow flags or holding the sign SLOW either Rescue Car staff working. After passing the incident place driver can accelerate. Control will be provided with the help of the radar or TV cameras or value judgement of marshals reports. If breaching – Stop&Go and 500 LTL penalty. For repeatedly breaching – disqualification.
- 86.1 During the race if the track is completely blocked or other important security and race progress issues happens (fuel supply disruptions etc.) the race may be suspended by displaying red flags. In this case following procedure will be set:
- Cars with reduced speed and no overtaking must proceed to the grid and wait for restart. Positions for restart remain as was when red flag was displayed..
- Only damaged cars may enter the Pitlane.
- During race suspension refueling, tyre changes and other repair works on the grid are prohibited.
- On the grid may be only the official television operators, marshals and up to 3 team members including the drivers. Driver change allowed.
- Restart procedure: there will be one warm up lap. Cars may leave Pitlane for warm up lap and take their places at the end of formation. Warm up lap is included in race distance.
87. Drivers must strictly keep on all marshals' instructions and signs of flags.

88. After practice Clerk of the course can decide that the driver is not ready for race. The decision can not be appealed.

Crashed or stopped cars, if they do not disturb other drivers, will be removed from track only after practice, qualifying practice and race. If car is not in safe place it has to be removed from track but it can not resume race. Pushing the car is allowed just after speed control limit line near entrance to Pitlane is passed. Any car abandoned on the circuit may be brought back to pitlane for repair by order of Race control. Participants cannot claim their car to be recovered before the practice or race ends. Under consideration of the current situation, the Clerk of the course decides whether cars which have broken down will be brought back to the paddocks. In this case a prohibition to continue racing will not be valid.

XII. Practice and qualifying

89. Duration of free practice will be specified in Timetable (minimum 2 free practice session's 50 min each).

90. Cars will be separated in ~~four~~ qualifying groups (according classes). Qualifying practice sessions are proceeded 40 minutes for each group with 10 minutes break between sessions. The 47 cars with best qualifying times in their classes will be allowed to Omnitel 1000 race. The following formula will be used to select the qualifiers:

$$Z \cdot Y = C$$

X – number of teams after the first scrutineering and registration

47 – number of teams allowed to race in Omnitel 1000 km

Y – coefficient

Z – number of teams in class

C – number of teams in class allowed to race in Omnitel 1000 km race after qualifying

Coefficient is calculated as follows:

$$Y = 47 : X$$

Other cars, which will not qualify to Omnitel 1000 km race will be allowed to race in 100 laps race. The 3 first places ~~of~~ 100 laps race will be allowed to Omnitel 1000 km race start.

91. All other cars will have the right to race in 100 laps race. If less than 15 entries to 100 laps race will be made, the race will be cancelled. In that case the number in the formula will be 50 instead of 47. Every driver must complete at least 3 laps till the start. Clerk of the course can let a driver to participate in the race even if the driver would not complete 3 required laps because of car failure (the fact must be certificated by scrutineer). The driver must have been participated in "1000 km Race" or 100 laps race at least once. These requirements must go together.

XIII. Start order

92. Start order is defined according to the team's best lap time in the qualifying practice. The Super Pole session for 10 best teams may be carried.

93. If team's best lap time is the same as other competitors, then the higher start place will be given for the team, which reached this result first.

XIV. Start procedure

94. Rolling start will be used. Start marshal will switch green start light and/or the signal with green flag will be given.

95. Starting procedure as follows:

95.1. **90 minutes till start** the pit exit opens. Cars with the first and second starting positions range opposite the Start line. Other cars arrange according their starting positions. After reaching the correct position, engines have to be stopped.

95.2. **60 minutes till start** the pit exit closes. All cars remaining in Pitlane will be allowed to join the race after marshal's permission is given: when all the other cars will pass start/finish line.

96.3. The approach of the start will be announced by audible signals and the signalling boards will be shown:

97.3.1. 10 min

97.3.2. 5 min: only drivers, and one mechanic for each car is allowed on the grid; (up to 500 Lt fine for breach)

97.3.3. 3 min

97.3.4. 1 min: Drivers must start engines, mechanics leave the grid;

97.3.5. 00 seconds: the green flag will be shown at the front of the grid. Cars will begin a warm up and formation lap, maintaining their starting order. There will be one warm up and one formation lap (total 2 laps).

97. It is forbidden in warm up and formation laps:

97.1. Practice start;

97.2. curving over track limits.

97.3. To pass other cars except standing cars. Additional exception defined in art. 100.

98. Disregarding 97 article – Stop&Go penalty.

99. If the car is unable to start warm up lap after all cars leave the grid, mechanics may attempt to rectify the problem under the supervision of the marshals and only when all cars are passed the start/finish line. Mechanics can push the car on purpose to start a motor. If motor is started, driver can go to warm up lap and to take his start place, but this he can do only before the beginning of formation lap. If car after pushing will not start it must be pulled to Pitlane.

100. Car, which lost its start position in warm up lap, can retrieve it till formation lap. Other drivers can not disturb driver, which want to retrieve its start position. After warm up lap all other laps until start are called formation laps.

101. After warm up lap cars proceed without stopping to formation lap. During formation lap it is forbidden to pass other cars except if cars are stopped. During formation lap, cars must line up in to two rows formation.

102. The grid must follow safety car in constant speed.

103. When safety car pulls of the track, it means that at first crossing of start line the start signal will be given. Leader can not reduce or increase speed, the car in second position must remain near the leader, but he can not pass the leader before the start line. Other cars must do the same depending on their position. It is strictly forbidden to reduce speed and to make gap between cars intentionally in the rear. Disregarding this point – Stop&Go penalty. If marshals find it necessary they can designate supplement formation laps.

104. If start marshal is satisfied of car order, he will switch on green light. After this moment cars can accelerate and not to keep their start positions. If cars accelerate before these signals, it means that it started too early. Stop&go penalty will be set for drivers, which started too early.

105. If start marshal is not satisfied of cars order, he will show yellow flag and green light will not be switched on. All cars proceed to one more lap in the order which is pointed out in art. 102. At the end of this lap art. 103 and 104 will be repeated.

106. Stop&Go penalty will be inflicted to the drivers for the breach of start regulations.

107. Decisions related with starting procedure can not be protested.

108. From beginning of start procedure till race start cars can not be refuelled and driver changes are forbidden.

XV. Pitlane, Garages, Paddock, Signaling from pitlane.

109. Team has its assigned places in Pitlane for Garages. Only racing car can be parked in pits. All others cars and trailers must be parked in the Paddock. One Garage can be allocated for 3 teams. Garages measurement and order will be announced in special bulletin. **All teams qualified to Omnitel 1000 km race will be requested to temporary stand down their Garages for the teams racing in 100 Laps race. All teams ~~must~~ in their garages must have at least 5/6 l volume fire extinguishers, which have to be placed next to the garage and Pitlane limiting line.**

110. It is forbidden in Garages and Pitlane:

110.1. Smoking during all Event. Disregarding this – 500 LTL fine, during the race - Stop&Go penalty.

110.2. To consume alcohol during all event. Disregarding this - 2000 LTL fine. During the race - Stop&Go penalty and 2000 LTL fine.

110.3. Its forbidden to to wear short trousers and open shoes in Pitlane (allowed in garages).

111. All mechanics must wear mechanics overalls and high shoes in Pitlane.

112. In Pitlane the special place (pitwall) will be allocated for signalling boards. There can be just one person of the team with distinctive features in this place. His presence in this area is limited to not more than 3 laps of the leader or 4 minutes. During the first three laps the pitwall must be clear of any person.

113. All notes on asphalt in the Pitlane and Garages can be done just with chalk and sticky tape.

114. Decisions of officials, related with breach of Pitlane and Garages regulations can not be protested.

XVI. Tires, tire changing, other repair work in Pitlane, stopping in Pitlane, entering in to Pitlane and Garages

115. During tire change or any other repair work in Pitlane at the same time only 5 mechanics, team director and 2 drivers can cross the barrier (white line), which separates pits from inner lane, when car is fully stopped. Disregarding this – Stop & Go penalty. Distribution of tools, tires or any other equipment in pit lane in advance or leaving after car repair is strictly prohibited (disregarding this - Stop&Go penalty). Other team members and personnel have no right to enter the pit lane (disregarding this - Stop&Go penalty), if there was no official permission.

116. Any equipment, tires or instruments can not be left out of teams Pitlane place bounds. Disregarding this – Stop&Go penalty.

117. If the incoming or outgoing car rides through any tool or equipment left in the Pitlane, Stop&Go penalty can be set for the teams.

118. Car must stop with all 4 wheels in the team's pit. If driver can not stop the car properly, mechanics can help and push the car in the right place. Reverse gear is forbidden in any way in the Pitlane. Car can be only pushed. Otherwise Stop&Go penalty will be set up.

119. If driver going out or coming in the Pitlane through neighbour's zone bounds makes dangerous accident, he will be set up for stop&go penalty. That does not mean that it is not possible to go through neighbour's zone bounds.

120. All other persons, except accredited journalists, mechanics, team director and drivers can not to step over barrier or line separating Garages and Pitlane during practice's, qualifying and race. Team is responsible of this demand fulfilment in this zone. The fine is 100 LTL for each breach of demand during practice's and qualifying. Fine has to be paid before race start. During race Stop&Go penalty will be set for team. During race fine or Stop&Go penalty will be set for repeated disregarding.

121. It is strictly forbidden to carry out pressurised air cylinders to the Pitlane.

XVII. Safety and Rescue Car

122. Safety car will be used for ensuring driving safety (i.e. – heavy rain, accident, rubbish in the circuit, etc.) or in some certain situations without stopping the race.

123. When Safety Car is on the track all marshals shows yellow flags. Safety car is going on to the track with revolving yellow lights (could be replaced by yellow flag) not depending where the leader is. If Safety Car goes without revolving yellow lights it is allowed to pass Safety Car.

124. All cars line up after Safety Car. It is allowed to pass Safety Car when yellow lights are extinguished for the car which is between Safety Car and the leader.

125. Safety Car leads all cars till leader reach safety car and others cars line up behind.

126. At the beginning of Safety Car period Pitlane and refuelling zone are closed and in front of entrance to these zones there are shown special sign "PIT CLOSED". When lineup is in right order cars can go to the Pitlane and refuelling zone (the sign is not shown). When Pitlane or refuelling zone is closed, cars can enter these zones only when they are crashed or visually damaged (Clerk of the course decision). After leaving the Pitlane or refuelling, cars line up in the order, which they left the Pitlane or refuelling.

127. Disregarding "PIT CLOSED" sign – Stop&Go penalty

128. If Clerk of the course decides to return Safety car to the Pitlane, the revolving lights on the safety car will be switched off 1 lap before. The green flag will be shown or green light will be switched on to the leader at first crossing of start line.

129. All laps with safety car are included in race distance. If clerk of the course decides to stop the practice or qualifying (red flags), then the sessions will be prolonged for the time of stoppage but not more than 20 minutes.

130. Drivers going behind the Safety Car are strictly forbidden to disturb other drivers. If driver makes forbidden manoeuvres or other actions that are not allowed, he may be disqualified or Stop&Go penalty may be inflicted. Fines can be added supplementary.

131. At Any time Safety car or rescue cars can be sent to the track. If they are without yellow lights their status is the same as other cars in the track. In that case it is allowed to pass Safety and rescue car. It is forbidden to pass cars with red, blue or yellow lightening.

132. Instead of the safety car the maximum speed of 50 km/h restriction could be used. In this case, the marshalls will show Signs with number 50. The cars can't exceed this speed at any time and they can't set the better lap time than that officially declared during the first briefing. For the breach of this procedure, the 120 sec stop fine will be set.

XVIII. Finish

133. Finish flag is shown when leader reaches finish line after completing whole distance.

134. After finish flag is shown to the leader it will be shown to all other cars not depending of laps completed.

135. After finish all cars decrease their speed and go one more lap, then stop by the finish line.

XIX. Results

136. There will be the following classifications:

136.1. General classification:

136.1.1. teams,

136.2. In classes:

136.2.1. teams,

137. Team, which car first crosses finish line take first place in the race. All teams are classified by total full lap numbers and those who's this number is the same are classified by order they have crossed finish line. The same order is for setting up winners in classes.

138. Classification is given only for the teams whose cars have covered at least 40% of the distance.

139. The race distance will be counted from the end of first formation lap. All laps with Safety Car are included in race distance.

140. If there less than 5 cars registered in a class, this class is amalgamated with higher class.

141. If the number of cars entered in X1 or D is less than 3, the class will be cancelled, but the teams of the class may participate in overall classification.

142. If Competitor will be transferred to the next higher class, his car has to correspond to Technical Regulations of class he was registered. If a team wants to improve the car to higher class requirements, the car must be supplied to technical commission after the improvement.

XX. Awards and prizes

143. After the race Prize-giving ceremony is held on the podium.

144. In prize giving ceremony must participate:

144.1. The teams finishing in the 1st, 2nd and 3rd positions in overall classification

144.2. First 3 teams in all classes.

146. All prize winners must attend the prize-giving ceremony on the podium. Drivers must wear sporting overalls. All Prize winners have to be on podium in 5 minutes after a car has stopped at a finish line. Disregarding this – 3000 LTL fine for the competitor and 1000 LTL fines for each driver..

XXI. Sanctions, protests and appeals

147. Clerk of the course and Stewards can assign penalties to drivers and competitors according FIA LASF sporting codes.

148. Protests and appeals shall be made in accordance of LASF sporting code art. 171-191.

149. All protests must be made to the clerk of the course. If the clerk of the course or secretary is temporary absent, protests may be made to any of the stewards (art. 173). Protest must be made with 500 LTL deposit.

150. If the protest is declined and expense of analysis of protest is more than it is defined in regulations, protested person must pay the margin.

151. Competitors can appeal following the Lithuanian Sporting Code. Appeal fee – 2000 LTL.

XXII. Fuel, refuelling and fuel tanks

152. At least two mechanics should be nominated for refuelling. They must fire resistant overalls during the refuelling, fire-resistant balaclavas, gloves, safety glasses. Helmets are recommended.

153. During refuelling drivers must stay in the car. Driver changes, any repair or tire changing works are forbidden during that time. After refuelling mechanics must immediately leave refuelling zone. Disregarding any of the refuelling requirements – stop penalty for 1 min.

154. Every team must have at least one a fire extinguisher of minimum capacity of 5 kg with a petrol extinguishant. During refuelling the mechanic must be ready for extinguishing, i.e. he must have a prepared for use fire extinguisher in his hands.

155. The end of the exhaust pipe must be covered with a flame-resistant material (i.e. metal, special material, etc.)

156. Teams are not allowed to keep fuel in garages and Pitlane. Disregarding this and refuelling in pitlane or garages – disqualification.

157. If car could not be started after refuelling, it must be taken to a safe place near the refuelling zone, where mechanics will be able to carry out necessary repair works. In this case driver or tire changes are forbidden.

158. Engine has to be stopped during refuelling (except Turbo).

159. The car must be fuelled by only one tap. Disregarding this – stop penalty for 4 min. The filler holes must be adapted to the standard taps of petrol pumps. If the car is adapted for fast fuelling systems (with no additional pressure) the fuelling could be made through the fuelling bottle. The bottle must be empty when connected to the car. In each case teams must receive personal stewards decision about fast fuelling systems usage.

160. All cars during all event must use only A-98 (or E/A-95) petrol or diesel fuel bought from “Orlen” petrol station on the track. Disregarding this – disqualification.

161. After all practices, qualifying and the race must be left minimum of 3 L fuel in the car fuel tank.

XXIII. Driver changes

162. The maximum driving time for each driver without a change is 1 hour and 10 min (all refuelling and pit stops included).

163. A minimum rest of 1 hour and 00 min between the changes must be respected. Disregarding this – for every minute the covered distance will be shortened by 1 lap.

164. Competitor is responsible that:

164.1. All drivers leaving the pitlane will be wearing proper overall and helmet, and safety belts are properly adjusted.

164.2. All drivers' changes have to be immediately noted. After change during one lap time information has to reach pitlane marshals. Disregarding this – Stop & Go penalty.

165. Established order: during sporting checks each team gets “driver changes” card. In this card team manager has to mark all changes of drivers' names and their change time. Team manager have to sign in card every time the drivers change.

166. Card must be filled during all practices, qualifying and race.

167. Pitlane marshal has to sign and to confirm changes. For the avoidance of any misunderstanding, please warn marshals at least 5 mins before driver changes.

168. The driver's changes have to be done only in the Pitlane.

169. After race team representative has to bring checking cards to race secretary during 10 minutes. For every delayed minute – 100 LTL fine.

170. A letter A, B, C, D or E is given for identification of every driver according to entry form. Teams must prepare cards or sheets of paper (minimum A5 format) with these letters in advance. Every time in driver changes the card or sheet with the identification letter must be changed. The card or sheet must be fixed on the rear side window on the car right.

XXIV. Passes

171. All persons must wear issued passes with indicated team in the track territory. If team name is not indicated on the pass or person does not have the pass but is associated with the team 100 LTL fine will be given for the team and pass confiscated. -

172. Car parking passes gives a right to park in a parking lots indicated in a pass. Filled Car pass must be on the front window of the car. If the Car pass is not filled, the 300 Lt fine is set to the competitors. If the car is left in another than indicated parking area, the 300 Lt fine is set to the competitor. For all ATV's and scooters, which intend to leave the track, the car passes also will be issued.

173. Only passes given by Organizer are valid. A pass may be used only by a person whom it was given and only for a purpose of which it was issued. For breaching – 100 LTL fine and a confiscation of the pass.

174. The number of issued passes will be specified in special bulletin.

XXV. Information, instructions and reports

175. All practice, qualifying and race results will be posted on the official notice board and in a Press Centre.

176. All official decisions and reports come into force when they are signed and posted on the official notice board.

177. Organizer and Clerk of the course arrange official meetings (briefings), where drivers and Competitors representative must participate. If driver or Competitor does not participate in the briefing, he can not take part in practice, qualifying or race. In this case personal briefing will be held with a charge of 200LTL. Time and place of briefings will be announced during sporting checks. The briefings will be subdivided into two parts: 1 – briefing for Lithuanian speaking participants, 2- briefing for English speaking participants.

XXVI. Stop&go penalty

178. Stop&Go penalty is the main disciplinary penalty during the race.

179. The marshals will inform driver about the penalty by signaling board. The relevant driver may cover no more than three complete laps before entering the pits and proceeding to the time penalty area where he shall remain for the period of the time penalty. If a driver does not proceed to Stop&Go penalty area during 3 laps, the distance he will cover after will not be included in race results.

180. The Clerk of the course may impose Stop&Go penalty in substitution or in addition to other available penalties on any driver involved in Incident.

181. Clerk of the course decision about Stop&Go penalty is the final and can not be protested.

182. Stop&Go penalty can not conform to stopping in pits for driver changes and repairs works.

183. If Stop&Go penalty is inflicted when 2 or less laps are left and the driver does not enter pits, 60 seconds penalty would be added to driver's race time.

XXVII 100 laps race

184. The distance of the race 100 laps, but not more 4 hours

185. Maximum numbers of cars allowed – 50

186. The driver must be changed after 40 minutes including the time spent in Pitlane.

187. The driver must have at least 30 minutes of rest before he can continue racing. For the breach of these requirements the penalty of 1 lap for each missed minute will be added.

XXVIII Other

188. There will be allocated place for team workshops and Pavilions in the Paddock. There will be free entry for visitors to them (no security services). A 6x12 m space is available for each team free of charge. Any eventually additional space is liable for a fee of 50 Lt for sq.m. (plus VAT).

189. Every Competitor must pay so called "clean and tidy up" deposit - 200 LTL which will be returned if a team leaves its' zone clean and tidy and it will be confirmed by organizer's responsible person. Deposit will be returned at organizers office in Vilnius. If a team during the period of 4 hours after the race finish does not leave its' place, the deposit will not be returned.

190. Dogs or other animals are not allowed to enter the track area.

191. Organizers and officials have the right to use any radio frequency allowed by Law of Lithuania. If this frequencies concur with participating teams frequencies, teams must change radio frequency immediately.

192. Teams radio conversations could be broadcasted live on TV.

193. Pitlane and Garages allocation. Refer to Supplement Regulations.

194. Deposit for timing transponders is 400 LTL. Must be paid together with entry fee. If the transponder is irreparably damaged or retained, the competitor must pay the full transponder price. Deposits will be returned in the promoters office in Vilnius during the week after the race or by bank transfer.

195. Any additional advertising of competitors, teams, participants or their sponsors in a race area (and on Wednesday in Vytautas street) can be made only with written permission of Organizer.

196. Teams, competitors and participants can brace flags, advertising tents or any other advertising equipment on their pavilions. All advertising equipment or its construction on teams' garages can not be higher than 4.2 m (from a ground surface) and has to be concerted with Organizer and also be safe.

197. Maximum garages high 4,2 m. For the safety of construction is responsible competitor.

198. All important stewards and clerk of the course judgements concerned with teams and participants will be broadcasted on internet.

199. The security of Paddock and Pitlane areas will not be provided by organiser during the night.

200. The promoter pursues actively environment protection in all fields. It is expected by the promoter, the participants and everybody involved to respect the provisions concerning environment protection. Fuel, oils and any other matter which might cause environmental hazards must be handled with the utmost care. Oil polluted solid matter, oils, used parts, etc must be collected in the respective waste containers. Any further special waste (car batteries, brake liquids, etc.) as well as worn tyres may not be left at the circuit and must be removed from the track area.

201. If internal generating sets are used in the area of the track, the user must absolutely exclude the possibility for a return feed into the track electrical network.

202. All welding works must be carried in the paddock (prohibited in pitlane).

203. It is prohibited to use in car devices which generate 2400 Ghz-2500 Ghz radio frequencies. Teams must inform promoter before 1 July what frequencies / channels they are using. All radio equipment can be used only with the approval of the promoter.

Good luck!!!