

## 2025 ELDRIVE 24H EV RACE

### 12-13 SEPTEMBER, PANEVĖŽYS RACE TRACK

#### 1. General part

1.1 2025 ELDRIVE 24H EV RACE is a long distance race for production electric cars. The aim of the race is not to achieve maximum speed, but to show maximum efficiency and cover as many kilometers (laps of the track) as possible in 24 hours. The race is a mass sporting event designed to showcase, promote and establish electric cars in motorsport. We aim for the sustainable development of motorsport, taking into account the challenges we face in areas such as climate protection and the development and transformation of mobility infrastructure. This amateur motorsport event is organized to popularize electric cars, to provide an opportunity for beginners and experienced drivers to engage in inexpensive and safe racing encouraging teamwork and fair race. Purpose built racing electric cars (modified, with safety systems, etc.) can be invited to the race as guests.

1.2 With a maximum number of 18 cars (18 + 1 guest car), they will all be divided into at least 4 classes according to the range - EVDB Real Range. If car manufacturers will enter at least 3 same model and specifications cars, the additional class for the manufacturer will be created. This classification will be based on the data provided by [www.ev-database.org](http://www.ev-database.org). In addition, the organizer will evaluate the covered distance declared by the manufacturer (WLTP Test energy low). If the team believes that the data is incorrect, it must provide a certificate issued by the manufacturer. Each class will have up to 5 cars. The results in each class will be recorded separately. The winner of the class will be the car that completed the most laps of the track during the time allotted for the race. If the number of completed laps coincides, the higher place will be taken by the team that took the higher place in the qualification. The results will be recorded using an automatic system installed on the track and in the cars.

1.3 Only standard, unmodified electric cars with a valid technical inspection certificate and civil liability insurance can participate in the race. All car tires must have markings that allow them to be used in general traffic. This requirement does not apply to guest car. The organizer will not control the tire pressure, but recommends using the pressure specified by the car manufacturer.

1.4 The duration of the race is 24 hours.

1.5 The official status of the race is LASF registered amateur race. This is a race where an average speed of no more than 50 km/h is recommended. Amateur races are organized in accordance with the sports law of the Republic of Lithuania. Participants in this race are not required to hold a driver's license issued by the LASF or their ASN.

1.6 Race venue – Panevėžys Training Center autodrome. Stetiškių str. 1A Panevėžys. Navigation coordinates: 55.710708, 24.356272

#### 2. Charging

2.1 The organizers plan to install 3 charging stations. Teams will be assigned to each station. You can charge only at "your" station. Teams must work together to ensure smooth charging, planning the right timing and not to disrupt other teams. All stations will have a total capacity of 150 kW. The charging procedure will be described in the additional regulations. The "guest" car will be able to be charge at any free station.

2.2 The maximum speed in the charging area is 10 km/h. If this speed has been exceeded, a stop penalty of 1 minute is imposed for each km/h exceeded. Control is carried out by BlackVue cameras or by marshals.

3.3. For safety reasons, during charging, any thermal manipulations (eg additional insulation or cooling of battery modules, fuse cooling, etc.) are prohibited. While the car is charging, any work on the car is prohibited. Change of drivers is allowed.

#### 3. Drivers. Registration.

3.1 All drivers with a valid category B driver's license can participate in the race.

3.2 All drivers must obey normal traffic rules. Since the race takes place in a closed area specially adapted for race there will be no speed limit. However, all drivers must drive at a safe speed and in the direction indicated on the circuit plan. Failure

to comply with these requirements or causing any dangerous situation will result in a fine or the team may be disqualified from the race.

3.3. A special zone will be set up for the change of drivers. Drivers will only be able to change in this area and in the charging area. The maximum speed in these zones is 10 km/h. If it is suspected that this speed has been exceeded, a stop penalty of 1 minute is imposed for each km/h exceeded. Control is carried out by BlackVue cameras and marshals.

3.4 The organizer will not control the change of drivers or the driving time, but the drivers themselves are responsible for being alert and focused throughout the race. At the first signs of fatigue, the driver must change. If the organizer or marshals suspect that a participant is overtired or possibly not ready to race, the organizer or marshals may not allow such a driver to continue racing until he is rested and ready to continue racing. This decision cannot be appealed.

3.5 No less than 3 and no more than 10 drivers can participate in one car in the team.

3.6 The same driver may be entered with several teams. The team manager is responsible for all persons related to the team during the race.

3.7 All the teams must fill the entry form at [www.evrace.lt](http://www.evrace.lt) . Team entry fee is 1070 Eur + VAT. All drivers must sign the application.

3.8 Upon submission of the entry fee, it is considered that all persons entered in have read and agree to abide by the race regulations and all additional race documents, agree that their images, names and surnames will be used in public, video and audio recordings, photos will be made and publicly published. By submitting an entry form, all persons agree that they will not make any claims against the organizer or marshals and stewards for the losses incurred.

3.9. Previous races has shown that the experience of real racing is a big advantage both in terms of result and safety. The organizer recommends registering at least one LASF (or other ASN) licensed driver in the team. If the team does not want to register such drivers, the organizer can organize a one-day training for an additional fee, the costs of which will be covered by teams without LASF licensed drivers. Preliminary price of one-day training for 10 persons – 3000 EUR +VAT.

#### **4. Radio communication, communication, signaling.**

4.1 During the race, teams may use radio communication to give instructions to the driver or vice versa.

4.2 The race marshals will use the following radio frequencies: 446.00625 MHz and 446.09375 MHz. It's prohibited from using these frequencies for teams communication.

4.3 A special signaling place will be marked in the race area where the teams will be able to give special signals to their drivers. This can be done with gestures, posters, special signaling boards or other means.

4.4 All race director's decisions, penalties, messages will be published in a closed race group on the WhatsApp app.

#### **5 Starting grid, start.**

5.1 The starting order is determined in the qualifying. Each team will have to complete 2 flying laps of the track. The time of each lap will be measured. The team with the smallest difference in lap times will win the qualification. Any driver from the team can participate in the qualification. All teams will have one attempt in the qualification. In the qualifying, teams start according to their starting numbers. It is forbidden to charge electric cars between the qualifying and the start of the competition. Maximum one lap time during qualifying is 150 sec. If lap time will be slower, the team will be disqualified from qualifying and will start the race from last grid position.

5.2 Cars will be lined up for the start according to the qualifying results. The race director will give an individual start signal for each car. The start signal will be given approximately every 2 seconds.

#### **6 Overtaking**

6.1 In 2025, there will be two zones on the track where overtaking is allowed. Overtaking is prohibited in other areas of the track.

Zone A: Normally all cars will drive on the left side of the track. An overtaking car can enter the right lane only after crossing the starting mark of the overtaking zone. At the intersection of the main track and the overtaking area, both drivers must be extremely careful and cooperate with each other. The driver on the main track has priority to enter the first turn if he crosses the end of the overtaking mark first. If the overtaking driver sees that he will not be able to safely enter the end of the overtaking zone, he must slow down. Slower-moving cars cannot impede overtaking in any way: blocking, accelerating, etc. If two or more cars are being overtaken one behind the other and the overtaker wants to get back between them at the lane intersection, the overtaken car must assess whether it is safe and only then make a decision. Marshals will monitor all situations and will issue fines for creating "unfriendly" or emergency situations, interfering with opponents, violations of the rules of the overtaking zone. Driving in the overtaking zone is prohibited unless overtaking is in progress. A stop penalty will be issued for each such drive.

Zone B: during the entire race, each team in this zone will be able to shorten the route (Joker lap) 24 times regardless of whether they are overtaking their rivals. If a team exceeds the number of route reductions allowed, a pit stop penalty will be issued for each occurrence, which must be completed within 3 laps of the race director announcing the penalty on the WhatsApp group. If the penalty is not completed in time, the team will be given an additional 2 minutes stop fine. If the team does not comply with this penalty, it will be disqualified from the race. The driver traveling on the main track has the right to enter the turn first.

6.1.1 The driver being overtaken, driving on the main track, always has the right of way at an intersection.

6.2 For overtaking outside the overtaking zone, a 5-minute stop penalty is imposed for the first violation. For the second such overtaking - a 10-minute penalty, for the third - exclusion from the competition.

6.3 In the first 3 laps of the competition after the start or restart, overtaking is prohibited. Overtaking is allowed only from the moment when the race director sends the message "Overtaking is allowed" to the WhatsApp group of team managers.

6.3.1 The maximum speed is limited to 30 km/h for the first 3 laps of the race. This is to allow the competitors to familiarize themselves with the track safely. The speed can only be increased from the moment the race director sends the message "Overtaking is allowed" to the WhatsApp group.

6.4 If a car stops on the track due to a breakdown, it is allowed to overtake it. This must be done with extreme care, only after making sure that the overtaking will be safe. Drivers must slow down and be prepared to come to a complete stop.

## **7 Penalties**

7.1 The race director can impose penalties for various violations or causing unsafe situations, obstructing the competitors. The scale of penalties is from 1 min up to 30 min stop fine. If the violations are repeated, the director can disqualify the team from the race.

7.2 Special slowing down on the track is prohibited. If the participant deliberately moves slowly in order to hinder the competitors, a 5 minute stop penalty is imposed for the first such case. For the second - 10 minutes, for the third - removal from the competition.

7.3 When imposing penalties, the race director will monitor the action live and may rely on video footage and reports from track marshals. As this is only the second time that this race has been held, penalties will be given at the discretion of the race director and thus form the practice for subsequent years'. Penalties imposed cannot be appealed. When awarding penalties, the race director will be guided by the principle that safety-related violations will be punished particularly severely.

7.4 The marshals will warn and inform the participants using the signal flags customary in motor sports. Their meanings can be found in appendix 1 of regulations.

7.5 The participant must perform the penalty within 3 laps from the notification. The marshals will inform the participant about the imposed penalty in the WhatsApp group and by showing a Stop&Go board with the start number and a black flag on the track or LED panels.

7.6 Taking into account the experience of previous races cones marking the boundaries of the track will be placed at some turns. A stop&go penalty will be imposed for their obstruction (knocking down, pushing from a marked position).

7.7 For the first unconfirmed report of a violation of the rules committed by competitors, a warning is issued. For the second and subsequent unconfirmed reports, a stoppage penalty is issued.

7.8 If a penalty is issued with 2 laps or less remaining before the end of the race and the team fails to comply with any of the penalties imposed, 1 lap will be deducted from the team's result.

## **8. Virtual Safety Car (VSC), race suspension**

8.1 The Virtual Safety Car (VSC) can be used when it is desired to ensure the safety of participants, marshals or other personnel on the track or during certain situations (heavy rain, debris, external obstacles on the track, accident, stopped car, etc.) without stopping the race.

When the Race Director announces a VSC phase, yellow flags (or orange beacons) and signs FCY (Full course yellow) will be displayed at all marshals' posts. From that moment on, all cars must reduce their speed to 10 km/h and drive at that speed until the restart of the race. Overtaking is prohibited on the entire track. When the track is safe, the Race Director will announce a race restart and the marshals will wave the green flag.

The VSC start and end time (recommended 1 minute before) will be announced by the Race Director in the official WhatsApp communication group. In any case, drivers must always observe the marshals' posts and follow the signals displayed by them.

8.2 Due to events on the track, failure of the charging equipment or for other reasons, the competition may be temporarily or permanently stopped earlier. If a red flag is displayed on the course, all participants must proceed to the charging and driver change area and stop there. Car charging is prohibited after the competition is stopped.

8.3 If the competition is resumed, the cars will be lined up for the new start according to the results at the time of the suspension of the competition. The referee will give an individual start signal for each car. The start signal will be given approximately every 2 seconds. In the first 3 laps after the restart, overtaking is prohibited.

8.4. In case of a red flag, the race time is not stopped. This means that the competition cannot last longer than 24 hours. If the race cannot be restarted due to safety or other circumstances, the race will be considered finished and the Race Classification will be the classification lap before the signal to stop the race was given.

## **9. Car breakdown on the track.**

9.1 If due to a breakdown the car cannot reach driver change area, the driver must stop the car in the safest possible place on the track. The autodrome has many places where the car can be stopped even outside the track and the driver should try to stop exactly in such places.

9.2 If after stopping the car can be restarted and move on, the driver must return to the track with extreme caution and by the shortest route.

9.3 In the event of a breakdown on the track, it is strictly forbidden for the driver to get out of the car. This can only be done with the marshals permission. This rule does not apply if the car catches fire or rolls over.

9.4 The organizer will tow the car stopped on the track to the driver change area where it will be possible to repair the car and later return to the race. Car towing devices must be fitted to the front of all cars prior to qualifying.

## **10 Finish**

10.1 The finish flag is displayed when the leading car crosses the finish line after the race time has elapsed.

10.2. After the first car receives the checkered flag, all other cars finish regardless of the number of laps completed.

10.3. After the finish all cars return to the driver change area.

## **11 Advertising. Start numbers.**

11.1 The organizer will provide start numbers to all teams. Start numbers must be affixed to the front and rear windows of the car on the passenger side.

11.2 Drivers and teams can use the video and photo material of the race for their own advertising purposes only by maintaining the image of the cars and the track with all the advertising of the organizer and the teams. The full name of the race must be used in the texts.

11.3 The organizer will provide the teams with advertising stickers of the race partners, which must be affixed to the cars according to the scheme provided by the organizer before the start of the qualifying. If due to the other advertising already on the car teams need to choose another place for the stickers it is necessary to discuss alternatives with the organizer.

## **12 Rest area, team guest pavilions, catering.**

12.1 On the territory of the autodrome the organizer will designate places where teams will be able to set up their own rest areas in cars and campers. Each team must discuss the needs of the rest area with the organizer in advance.

12.2 On the territory of the autodrome, the organizer will designate places where teams can set up pavilions for their guests. The number of places is limited. Additional fee may apply.

12.3 During the entire event the organizer will provide snacks and soft drinks, coffee, tea for all drivers and team members.

## **13 Awards**

13.1 At the end of the race an award ceremony will be held according to the preliminary results of the race. Prizes will be awarded to the first 3 teams in each class.

13.2 Prizes will be awarded to a maximum of five team drivers during the awarding ceremony. If there are more than 5 drivers in the team, the prizes will be awarded to them within 30 days after the race.

## **14 Other**

14.1 The organizer has the right to change and supplement these regulations by issuing bulletins. In case of uncertainty regarding the interpretation of the regulations the final decision is made by the race director.

14.2 The race and all its components as well as all documents related to the race are the property of the Organizer.

14.3 Any damage caused by the team or driver to the autodrome infrastructure or race inventory must be compensated by the company or person who submitted the application.

14.4 This race is the only fully electric vehicle sports event in Lithuania so the race director can supplement the race rules at any time if necessary. The director of the race must inform the team managers about the changes by sending messages to all teams at the same time.

Organizer

VšĮ 1 Pozicija

Naujakuriu 31, Vilnius

+37061479618

d.grinbergas@gmail.com

darius@24evrace.lt