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GENERAL SPORTING REGULATIONS 2026

BALTIC TIME ATTACK RACING SERIES

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1. DEFINITIONS AND ABBREVIATIONS

BaTA	Baltic Time Attack Racing series
ASN	National governing body of motorsports
FIA	International Automobile Federation
LAF	Latvian Automobile Federation as FIA member / Latvian ASN
DNF	Did Not Finish
DNS	Did Not Start
DSQ	Disqualified
Pit Lane	An asphalted part of the Track situated between the main straight of the Track and the Paddock, where speed limit to apply
Paddock	An asphalted area bordering the pit lane and the track venue structures where the competitors and their equipment is allocated
Sporting protest	A complaint submitted by a Competitor in writing concerning the behavior of another Competitor during the Competition
Technical protest	A complaint submitted by a Competitor in writing concerning the technical solution used by another Competitor
Burnout	Having the wheels of a stationary or slowly moving vehicle spin in a manner that damages the asphalt
Organizer personnel	Authorized personnel of the Organizer who have the right to issue orders on behalf of the Organizer
Competitor	The competitor is at least 18 year old person, licensed by LAF or another ASN, who, by entering a driver(s) and race car or team for a motorsport event, acts as a legal representative in respect the said motorsport event.
Officials	A competition officially nominated person who has the rights to inform or instruct the Competitors on the track during the race, prior to the race or following the race
Organizer	The person representing legal entity organizing the BaTA competitions in accordance with these Regulations
Parc Fermé	Is a "closed park" in French, as a secure area at a motor racing circuit where the cars are kept at some times during a race meeting for the purpose to prevent unauthorized access to the cars, while allowing technical checks to take place.

2. GENERAL PRESCRIPTIONS

- 2.1. is an open regional circuit racing championship consisted of several rounds held on different circuits. Supplementary regulations applied to an event should satisfy the local standards and should be developed by the corresponding series Promoter.
- 2.2. series will be organized as ASN Development Racing series taking into consideration guidelines of FIA International Sporting Code (further in the text – Code) and is handled by the promoters of and its organizing committee under supervision of LAF as a governing ASN of the series.
- 2.3. competitions shall be organized in compliance with regulations below (including all bulletins, amendments and appendixes if any) and in the following order to avoid possible contradictions:
 - Supplementary Regulations of the certain Competition
 - Sporting Regulations of the series
 - Technical Regulations of the series
 - LAF Sporting code
 - In case situations are not clearly specified by the regulations listed above, then FIA Code to apply.
- 2.4. These are Sporting Regulations for (further in the text – Regulations) which become valid as from the moment they are published on the official web-site: www.balticracingseries.eu where possible changes, bulletins etc, may also be published.
- 2.5. Official notice board during the competition rounds of the series is set to be the dedicated channel on the Sportity application. The details of the Official notice board, such as channel name and access password etc, must always be specified in the Supplementary regulations of the competition round. The Sportity App can be downloaded from Google Play or AppStore:
 - Download from AppStore: <https://apps.apple.com/ee/app/sportity/id1344934434>
 - Download from Google Play: <https://play.google.com/store/apps/details?id=com.sportity.app>
- 2.6. The official series channel password on Sportity platform: **BaTCC2026**
- 2.7. The official language of the series is English language.
- 2.8. Any relevant information such as clarified specific regulations or discussed situations during the Driver`s briefing of the Competition, become an integral part of the Supplementary Regulations of the Competition as from the moment it is published on the Official notice board by means of Bulletin, Stewards decision or Driver`s briefing material etc whichever seems appropriate.
- 2.9. The Supplementary Regulations of events will be published not later than 30 calendar days before the race
- 2.10. Each competitor, by default, represents itself towards Race Control, however it has rights to nominate the representative / entrant in writing at the time of entering the Event
- 2.11. By entering the series, all drivers, competitors and officials undertake, on behalf of themselves, their employees and/or agents, to observe and follow provisions of all relevant regulations including those listed in the paragraph #2.3. and in no circumstances will claim the organizers and/or promoters for any damages or harm to their property or health during events.

3. RACING CALENDAR AND ORGANIZERS OF EVENTS IN 2026

- 3.1. Competition rounds will be held in accordance with the calendar below:

	PLACE	DATE	ORGANIZER
Round 1	Riga, “Bikernieki”, Latvia	May 3	Baltic Racing Series www.balticracingseries.eu
Round 2	Parnu, “Porscherig” Estonia	August 30	Baltic Racing Series www.balticracingseries.eu
Round 3	Kačergine, “Nemuno Žiedas”, Lithuania	October 17	Ring Challenge www.ringchallenge.lt

- 3.2. Circuit descriptions will be specified in the Supplementary regulations of each round.
- 3.3. Series promoter reserves the right to change the date of any round or cancel it with a notice 4 weeks before the date of the event published on the official web page of the series: www.balticracingseries.eu

4. SERIES PROMOTER, ORGANIZING COMMITTEE, SERIES REGISTRATION AND ENTRY FEES

- 4.1. series promoter details are as follows:

Name: **Baltic Racing Series SIA**
 Address: 2a-1 Stabu str., Riga, LV1010, Latvia
 Email: info@balticracingseries.eu
 Tel: +371-25589333
 Director: Jānis Ducmanis

- 4.2. Organizing Committee:

Andris Griķis (LV)
 Mārtiņš Lagzdiņš (LV)
 Mikk Maten (EE)
 Vladimir Tkatchov (EE)
 Ugne Rukšėnaitė (LT)
 Kipras Aleknavičius (LT)

Any four of the above may reach any decisions related to these Regulations.

- 4.3. BaTA series registration and Entry fee
- BaTA series annual entry fee is set to be **EUR 30,-** which, in order to be eligible to score points in the overall standings, must be paid together with the event participation entry fee in accordance with the Supplementary Regulations of the event.
 - The annual registration for the series starts on 1st of March 2026 and closes on 17th of October 2026.
 - BaTA series annual entry fee can also be paid in cash, at the secretariat of each Competition round, during sporting checks.
 - Only Competitors successfully registered for the BaTA series will become legitimate to score points towards the title of the series.
- 4.4. Competition Entry fees and financial conditions
- Registration for the Competition must be done by filling online participation application, provided on the web-site of the certain event organizer (See paragraph #3).
 - Entry fees for participation in series Competitions must be paid to the Organizer of the event and are determined as follows:

Class	Class code	Standard Entry fee (no later than 14 days prior start of Sporting checks)	Late Registration (no later than 2 days prior start of Sporting checks)	Registration during Sporting checks
BALTIC STREET	BS2 BS3 BS4	EUR 190,-	EUR 240,-	EUR 300,-
BALTIC SEMI PRO	BSP3 BSP4			
BALTIC PRO	BP2 BPOpen			

All payments as per #4.3 and/or #4.4 are with VAT (value added tax) excluded.

- 4.5. The Promoter and/or Competition organizer reserves the right:
- to reduce or release the Competitor from the registration or participation fee.
 - to reject the registration application or set up a virtual “waiting list” in case of too many participants in the certain round.
- 4.6. In the event that a Competitor is excluded from the certain competition by a decision of the Race Director and/or Stewards, the paid entry fees shall not be refunded.
- 4.7. In the event that a pre-registered Competitor notifies the Organizer of non-participation in the certain competition before the end of the pre-registration term in a format that can be reproduced in writing, 50% of the paid entry charges shall be refunded as an advance payment to the upcoming competition.
- 4.8. Each participant, in all competitions, must also pay a “Safety Fee” in the amount of EUR 20,- as a collective funding for the purpose to cover damages to the race track infrastructure during the competitions (if any).

5. COMPETITORS AND REGISTRATION FOR THE COMPETITIONS

- 5.1. Competitors of must be in possession of an appropriate valid ASN issued racing (relevant for each driver in the team) and competitor’s license(s), if available.
- 5.2. ASN licenses will be checked during sporting checks in every Competition round.
- 5.3. All competitors, their personnel and drivers during the events must be covered by third party insurance policy. Drivers taking part in the event are not considered third parties with respect to one another.
- 5.4. The participant undertakes to ensure, that it has an appropriate and valid health insurance policy which might be necessary in case of accident during Competition.
- 5.5. All necessary documentation, including ASN licenses, must be presented at all rounds while passing sporting checks.
- 5.6. The Competitor is fully responsible for all the associated team members (including, but not limited to mechanics, relatives, friends, supporters etc) that are in any area of the track and ensures that all these persons will comply to these rules and general order.
- 5.7. All drivers, competitors and officials participating in the series, by submitting a participation application, undertake and warrant:
- a. on behalf of themselves, their employees and agents to comply with the rules and regulations of the competition as well as to observe all the provisions as supplemented or amended of the FIA Code, the applicable Technical Regulations, the present Regulations, Bulletins, Appendices set by the promoter of the series and the Supplementary Regulations to each event;
 - b. that the competing vehicle corresponds to the technical and safety conditions in accordance with the requirements of the respective class;
 - c. that the Competitor shall be liable for the loss of or damage to the timing transponder. In the case of damage to or loss of a rented transponder, the Competitor shall compensate for the cost of the transponder - **€600** (VAT excluded);
 - d. that the Competitor understands that participating in motorsports competitions poses a hazard for their life and health as well as the equipment to be used but nevertheless agrees to participate in the competitions at their own liability. The Organizer, the team members of the Organizer, the track owner and the team members of the track owner shall not be liable for any possible accidents and the consequences thereof. The Competitor shall discharge the aforesaid persons from any liability whatsoever;
 - e. in accordance with the conclusion of the doctor, the drivers are in good and appropriate health, thus allowed to do racing in racing series;
- 5.8. If not decided otherwise by the Organizer of each Competition, maximum 75 (seventy five) participants/race cars total in all classes are granted with the participation registration.
- 5.9. Multiple drivers / participants can use the same car, but they have to notify the organizers of this fact during sporting checks.

- 5.10. Competitors can only change their car up to the start of the first run (the run of the particular competitor, in cases where multiple drivers use the same car). After the beginning of the first run, it is prohibited to switch cars.
- 5.11. Participants of the classes BS and BSP must be wearing a seat belt(s) and a motorsports helmet with the “E” marking, a long-sleeved shirt, long pants, closed-toe shoes and, preferably, gloves. Synthetic clothing is prohibited! Failure to comply with this point may result in a time penalty or disqualification from the race.
- 5.12. Participants of the BP must be wearing seat belts and equipped with the following:
 - o Helmet
 - o Balaclava
 - o Overall
 - o Gloves
 - o Shoes
 - o HANS system
 All equipment listed above must comply with FIA regulations, be intended for use in motorsports, with or without valid homologation, and be in good visual condition.

6. ELIGIBLE CARS AND RACING CLASSES / CATEGORIES

- 6.1. All kind of regular or racing cars may be registered for the events provided they are in conformity with the valid Technical Regulations of the respective class whereas competitors must ensure that their racing cars comply with the conditions of eligibility and safety throughout competition.
- 6.2. All cars participating in competitions must be clean and without visible damage to the body at the moment of pre-race scrutineering and/or in case when there is a relevant time in between races. The Race Director has the right to detain the certain participant from the competition in case of violation.
- 6.3. With one car participant is allowed to compete in one class only.
- 6.4. BaTA division by classes are:

CLASS	CODE	Class main characteristics in BaTA			Class according to national time trial racing series of the Baltics		
		Engine capacity	Tires	Roll cage	BestLap	SuperLaps	Ring Challenge
BALTIC STREET	BS2	<2000 cm ³	Marking: DOT & E	No, unless it complies with the national TR	Street A	Street <2000 cm ³	SGC2 (STOCK)
	BS3	2000 – 3000 cm ³	Marking: DOT & E	No, unless it complies with the national TR	Street B	Street <3000 cm ³	SGC3 (STOCK)
	BS4	>3000 cm ³	Marking: DOT & E	No, unless it complies with the national TR	Street C	Street Open >3000 cm ³	SGC4 (STOCK)
BALTIC SEMI PRO	BSP3	<3000 cm ³	Marking: DOT & E	Recommended		Street FWD Open <3000 cm ³	OC3
	BSP4	>3000 cm ³	Marking: DOT & E	Recommended	Street D	Street Supercars >3000 cm ³	OC4
BALTIC PRO	BP2	<2000 cm ³	Free	Yes	Unlimited <2000 cm ³	Race <2000 cm ³	PRO <2000 cm ³
	BP Open	>2000 cm ³	Free	Yes	Unlimited >2000 cm ³	Race Open >2000 cm ³	PRO <3000 cm ³ PRO GT

- 6.5. The class BSP4 is meant for street supercars, which are listed in the Appendix No 2, however the promoter of BaTA, with the respective decision of the event Stewards have the right to add or exclude any participant to or from the class BSP4 and the Appendix No 2 is just a guideline for the decision makers. Any made decision in this respect become legitimate for the whole BaTA season 2026.
- 6.6. All cars, participating in BaTA championship events must comply with the ASN approved technical and safety regulations of the national time trial racing series from the country of origin of the participant.
- 6.7. The Promoter, with the respective decision of the Organizing Committee, reserves the right to add any racing class during the season.
- 6.8. In case of a technical infraction that is reported by the Chief Scrutineer of the event after any of racing session, the achieved result of the participant to be annulled not only from the specific racing session, but from all the previous racing session(s) of the certain competition.
- 6.9. Due to safety reasons, electric cars are NOT allowed to participate in BaTA series.
- 6.10. All series cars are highly recommended to be equipped with at least one on-board camera during all competitions:
 - The on-board camera recording view to cover the view through the front windshield of the car, including dashboard and the steering wheel as well as the driver of the race car (See picture – example of the view).
 - It is strictly recommended that the on-board view contain telemetric data of the car, such as speed, gear, brake and throttle indication, RPM and lap times.
 - The recorded material must be in HD format.
 - The recording device must contain only videos from the active race event.



7. SCRUTINEERING AND PARC FERMÉ REGULATIONS

- 7.1. Pre-race technical scrutineering will be organized in accordance with the timetable of the Competition providing the racing car and Competitor`s equipment to Scrutineering Team either at the PIT BOX of the Competitor or specially designated area whichever fits better for the Competition organizer.

- 7.2. After successfully passed pre-race technical scrutineering, the competitor must receive a permission (by means of a sticker or remark in the technical passport of the race car whichever seems reasonable and fits better for the scrutineers) to enter the track for the official practice, qualifying and race sessions.
- 7.3. Pre-race technical scrutineering permission is a proof that the race car is safe and visually appropriate to enter the racetrack whereas the full conformity with the technical regulations of the racing series can be carried only while after-race detailed technical scrutineering.
- 7.4. The Parc Fermé shall be mandatory for all Competitors after every race session. For the violation of this rule, the result set by the Competitor, upon discretion of the Race Director can be annulled.
- 7.5. Removal of a competing vehicle / race car from the Parc Fermé shall only be permitted following the granting of permission by the Chief Scrutineer of the Competition.
- 7.6. After-race detailed technical scrutineering and/or inspection of the vehicle will be organized based on the decision of the Chief Scrutineer or Race Director or Stewards. Costs related to organization of this inspection will be covered by the Organizer of the Competition, however costs related to assembly of the vehicle back in the racing condition must be covered by the Competitor.
- 7.7. Parc Fermé is a restricted area for competitors thus placing the race cars, testing any scrutineering team tools or equipment is allowed only under supervision and permission of the Chief Scrutineer or his/her associates. **Violation penalty – 200 EUR.**
- 7.8. During the competitions, weighting of the race cars (initiated by the participant) using official scales of the event in Parc Fermé, is allowed only once per event and strictly in accordance with the paragraph #7.7.
- 7.9. All available technical devices installed on the race cars (data loggers, onboard cameras etc) and the data sources thereof can be used by race control (Race Director and/or Stewards) to ensure better management of the competitions and making fair decisions by race control. Data from onboard cameras and data loggers must be available to race control till the moment the final results are approved by Stewards and officially published on the official notice board especially designated folder – “Final Results”.

8. RACING FORMAT AND DETERMINATION OF THE WINNERS IN THE COMPETITIONS.

General regulations

- 8.1. Every competition consist of 3 (three) active Race Sessions (RS) with maximums number of participants 75 or 4 (four) active Race Sessions (RS) with maximums number of participants 100 on the racetrack (in accordance with the competition timetable) during which the participant aims to set the fastest possible lap time.
- 8.2. Only the driver, registered in the certain competition may be present in the car during the RS.
- 8.3. Summing the best 2 (two) lap times, set in two different sessions, will count towards the determination of the winner of the competition.
- 8.4. Duration of the sessions must always be specified in the official timetable of the competition.
- 8.5. **Race Session No 1 (RS1)**
 - a. All participants of the competition, with the decision of the Race Director, depending on the number of entries and represented classes / categories, to be divided in groups for the RS1.
 - b. Participants of the certain group will enter the racetrack one by one, with the certain interval and during the RS1, must set the best possible lap time of RS1.
 - c. After the RS1, all participants to be divided in groups for the RS2 by means of regrouping, taking into consideration the set best lap times in RS1.
- 8.6. **Race Session No 2 (RS2)**
 - a. All participants to be divided in groups for the RS2, in accordance with the paragraph #8.5.c.
 - b. Participants of the certain group will enter the racetrack one by one, with the certain interval and during the session, must set the best possible lap time of RS2.
 - c. After the RS2, all participants to be divided in groups for the RS3 by means of regrouping, taking into consideration the set best lap times in RS1 + RS2 summed together.
- 8.7. **Race Session No 3 (RS3)**
 - a. All participants to be divided in groups for the RS3, in accordance with the paragraph #8.6.c.
 - b. Participants of the certain group will enter the racetrack one by one, with the certain interval and during the session, must set the best possible lap time of RS3.
 - c. In case of 4 (four) race sessions, after the RS3, all participants to be divided in groups for the RS4 by means of regrouping, taking into consideration the set best lap times in RS1 + RS2 + RS3 summed together.
- 8.8. **Race Session No 4 (RS4)**
 - d. All participants to be divided in groups for the RS4, in accordance with the paragraph #8.7.c.
 - e. Participants of the certain group will enter the racetrack one by one, with the certain interval and during the session, must set the best possible lap time of RS4.
- 8.9. At the end of all three RS, the winners in the certain class / category will be determined by summing two best lap times from two different RS of the certain competition.
- 8.10. In the event, where two or more participants in the certain competition set the identical best lap times thus the determination of the winners in accordance with the paragraph #8.9. is not possible, the “Dead Heat” clause (paragraph #10.4. to apply).
- 8.11. Any changes in the racing format must always be specified in the Supplementary Regulations of each Competition or, based on the safety considerations, with an appropriate decision of the Race Director or Stewards, who have the right to make such decisions during the competitions.

9. PROTESTS AND APPEALS

- 9.1. Decisions by Race Director shall enter into force as from the moment they are signed and published on the official noticeboard of the competition.
- 9.2. Decisions on the following penalties may be imposed by the Race Director:
 - Cancellation of any practice or Qualifying laps
 - Cancellation of Race laps
 - Time Penalty
 - Lap Penalty
 - Drop of grid position
 - Warnings
 - Penalty points in accordance with the Appendix #1 of Sporting regulations
 - Any other penalties at discretion of the Race Director
- 9.3. All decisions by Race Director may be a subject for the protest which shall be prepared and submitted in accordance with Articles #13 of the LAF Sporting Code.
- 9.4. All decisions by Stewards may be a subject for the appeal in the LAF Court of Appeal which shall be prepared and submitted in accordance with Articles #15 of the LAF Sporting Code
- 9.5. Only Competitors or the participants (drivers), holding an appropriate license issued by the respective ASN, have the right to submit the protest.
- 9.6. The order of submission and dealing with the protests and appeals are described in the table herewith:

SITUATIONS	DEPOSIT	TIME FRAME	PLACE TO SUBMIT	ADDRESSED TO	COMMENTS
Protest of preliminary results	EUR 300,-	Within 30 minutes after being published on the official notice board	Race Director or the panel of Stewards	Stewards of the competition	Awards ceremony are held based on the latest available version of the preliminary results
Protest on any race director decision officially published		Within 30 minutes after a certain race session			
Sporting protest against another competitor	Min 1000,- EUR. Deposit can be increased upon discretion of Stewards	Within 30 minutes after a certain race session and the subject cars are still in parc ferme	Race Director or the panel of Stewards and copy to LAF secretariat	Court of Appeal at LAF	
Technical protest against another competitor		As stipulated in FIA International Sporting Code Article 15			
Appeal any Stewards decision during competition.	EUR 1500,-	As stipulated in FIA International Sporting Code Article 14	Race Director or the panel of Stewards	Stewards of the competition	
Appeal final results, approved by Stewards					
<i>Right of Review request</i>	EUR 300,-				

- 9.7. Acceptance, legal ground and compliance of the protest to be decided by the Stewards of the competition.
- 9.8. Deposit for the submission of protest or appeal must be paid in favor of LAF to the bank account of LAF or in cash at the Secretariat of the event. Bank details of LAF are as follows:
 - Beneficiary: **Biedriba "Latvijas Automobiļu federācija"**
 - Bank: Swedbank
 - Swift: HABALV22
 - IBAN No: LV55HABA000140J032785
 - Subject: Protest / Appeal handling fee + Competitor ID
- 9.9. If the protest is rejected and expenditures for protest analysis exceed those defined in the Regulations, the protester must pay the difference.
- 9.10. The Stewards may decide to handle protests on the results of the qualification and/or the race also after the competition.
- 9.11. A competitor has the right to submit an appeal in the Court of the Appeal of LAF except in case the appeal is related to inconformity of the car with the Technical Regulations, whereas the Stewards shall hold appeal court at the event.
- 9.12. Submitting the case for the Court of Appeal, it is the obligation of the LAF to organize the hearing and the decision making in the Court of the Appeal within two weeks from the day of the event.

10. POINTS SCORING AND SERIES OVERALL CLASSIFICATION.

- 10.1. series has overall classification per each class / category and all RS results will count towards the winner title of the certain class / category at the end of the racing season.

10.2. At the end of each RS, every series registered and classified participant will be awarded with the following number of points per each class / category:

PLACE	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th
POINTS	25	21	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

10.3. *“Dead heat” in the series overall standings*

If two or more participants finish the season with the same number of points, the higher place in the series overall standings shall be awarded to:

- i. Participant who gets the greatest number of the highest places in the RS;
- ii. If the above procedures fail to produce a result, the higher place in the overall standings will be the holder of the highest overall place in the round with the highest number of registered participants of the certain class / category;
- iii. If all the above fail to produce a result, the higher place in the overall standings will be the holder of the higher place in the last actually held competition;

10.4. *“Dead heat” in the competition*

If two or more participants finish the Competition with the set identical best lap times in the RS which determines the winner of the certain competition, the higher place in the Competition shall be awarded to the participant, who set these lap times first.

- 10.5. The results of the competition become official as from the moment they are approved by Stewards jury, published on the official notice board in the especially designated folder – “Final results” and NO intention of the appeal or active appeal case has been submitted in accordance with paragraph #9 of these Regulations.
- 10.6. With the reference to #7.9 of these regulations and for the purpose to provide a proper management of the competitions by race control while dealing with (including but not limited to) the submitted protests, investigating racing incidents and race car compliance with the Technical Regulations etc., the Stewards jury have the right to approve and publish final results also after the competition.
- 10.7. The official overall classification of the series will be published after each competition in the official web page of (www.balticracingseries.eu) taking into consideration final results of each actually held competition. Results published on the official web page of (www.balticracingseries.eu) are the only valid results subject to any amendments which may be made under the FIA Code and/or these Regulations.

11. TITLE AND AWARDS

- 11.1. By the end of the racing season, comprises one title in each class/category.
- 11.2. The TOP 3 competitors, in the certain class /category will be awarded at the end of the racing season if at least 8 (eight) participants have participated during the season.
- 11.3. In the event when criteria of the paragraph #11.2. is not met, only the winner in the certain class / category will be awarded at the end of the racing season if at least 3 (three) participants have participated during the season.
- 11.4. No awards will be given at the end of the season, if less than 3 (three) participants in the certain class / category have participated during the season.
- 11.5. All awards are to be provided by the promoter of and/or by the organizers of the competitions.
- 11.6. Any driver failing to attend prize giving ceremony (either during rounds or Title Award Ceremony) may not be eligible to receive any prizes which may have otherwise been presented at this function. Such prizes may be withheld and not be represented to any other driver.
- 11.7. Bonuses: The Organizers / Sponsors / Promoters reserve the right to provide additional awards for and during the series.
- 11.8. Winners must attend prize giving ceremonies held during each competition.
- 11.9. In the event of any Provisional Results or series overall standings being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the promoter of the series in good condition within 7 days.
- 11.10. All drivers are expected to attend the Title Awards Ceremony at the end of the season (date and venue to be announced on the official web site www.balticracingseries.eu)






12. Tires

- 12.1. Tires for classes Baltic Street (BS2, BS3 & BS4) and Baltic Semi Pro (BSP3 & BSP4) are free, however tires must have a marking **DOT** and **E**, and recommended tyre treadwear indicator **TW200** or above. Participants using **Vitour** tyres will be granted with a discount on the Entry fee in the amount of minus EUR 50,-. In order to claim a discount, the tires must be bought from the official dealer in <https://vitourmotorsport.eu> (email: info@vitour.eu) and the minimum amount is one new set for the certain BaTA round.
- 12.2. Tires for class Baltic Pro (BP2 & BP Open) are free, however participants using **Hankook** slick tyres will be granted with a discount on the Entry fee in the amount of minus EUR 50,-. In order to claim a discount, the tires must be bought from the official dealer in Baltics – Juta Racing UAB (Lithuania) and the minimum amount is one new set (four tires, slicks or wet) for the certain BaTA round. Tire purchase will also be available on the site of the event. Contacts for tyre orders:
 Augustas Bieliauskas
 Tel.: +370 615 85623
 E-mail: augustas.bieliauskas@juta.lt





13. FLAGS




- 13.1. Penalties for ignoring flags and marshals orders defined in Sporting Regulations Appendix 1, paragraph #6.
- 13.2. Meaning of the flags, shown at the main marshal post – start/finish line.

National flag	
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<p>This flag may be used to start the race. The starting signal should be given by lowering the flag which, for standing start competitions, should not be raised above the head until all cars are stationary and in no case for more than 10 seconds. Should the national flag not be used for any reason, the color of the flag (which should not cause confusion with any other flag described in this Chapter) should be specified in the Supplementary Regulations.</p>	
<p>Black and white chequered flag This flag signifies the end of any practice session or race. Will be waved from behind the first line of protection until all competing cars have crossed the control line.</p>	
<p>Black flag This flag could be used to inform the driver concerned that he must stop at his pit or at the place designated in the supplementary or championship regulations on the next approach to the pit entry. If a driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards, and the team concerned will immediately be informed of the decision. This flag should always be shown together with the number of the participant.</p>	
<p>Black flag with an orange disc 40 cm in diameter (Technical flag) This flag could be used to inform the driver concerned that his car has mechanical problems likely to endanger himself or others and means that he must stop at his pit on the next lap. When the mechanical problems have been rectified to the satisfaction of the chief scrutineer, the car may rejoin the race. This flag should always be shown together with the number of the participant.</p>	
<p>Black and white flag divided diagonally This flag could be shown once only and is a warning to the driver concerned that he/she has been reported for unsportsmanlike behavior. These last three flags (in 15.4, 15.5. and 15.6.) should be shown motionless and accompanied by a black board with a white number which should be shown to the driver whose car's number is displayed. The flag and number may be combined on a single board.</p>	

13.3. Meaning of the flags, shown at the marshal posts throughout the race track:

<p>Yellow flag This is a signal of danger and should be shown to drivers in two ways with the following meanings:</p> <ul style="list-style-type: none"> a) Single waved Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. b) Double waved Reduce your speed significantly (~ 60 km/h), do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap). Yellow flags should normally be shown only at the marshal post immediately preceding the hazard. 	 
<p>Yellow flag with red stripes This will be shown motionless to inform drivers that there is a deterioration of grip due to oil or water on the track in the area beyond the flag. This flag should be displayed, for at least (depending on the circumstances) 4 laps unless the surface returns to normal beforehand. It is not, however, necessary for the sector beyond where this flag is being shown to show a green flag.</p>	
<p>Red flag This flag could be waved at the start line when it has been decided to stop a practice session or the race. Simultaneously, each marshal post around the circuit should also wave a red flag. When the signal to stop is given:</p> <ul style="list-style-type: none"> a) during practice, all cars shall immediately reduce speed and proceed slowly back to their respective pits; b) during a race, all cars shall immediately reduce speed and proceed slowly to the red flag line – Start/ Finish line; 	

<p>c) overtaking is forbidden and drivers should remember that race and service vehicles may be on the track, the circuit may be totally blocked because of an accident and weather conditions may have made the circuit undriveable at racing speed;</p> <p>d) if the race is stopped, drivers should remember that speeding is pointless because: - the classification of the race or the order of the re-starting grid will be established from a point prior to the red flag being shown and according to the regulations of the competition; - the pit lane exit will be closed. All cars shall stop in order before the red flag line – Start/Finish line until informed whether the race is to be resumed or ended and given the appropriate directions by marshals according to the regulations of the competition;</p> <p>e) resuming after red flag will be launched behind Safety Car in peleton one behind another;</p> <p>f) Warm-up/Formation lap will be counted in race distance;</p> <p>g) resuming the race will be given with green flag signal;</p>	
<p>Blue flag This flag will normally be waved, as an indication to a driver that he is about to be overtaken. It has different meanings during practice and the race. At all times a stationary flag should be displayed to a driver leaving the pits if traffic is approaching on the track. During practice a faster car is close behind you and is about to overtake you. During the race the flag should normally be shown to a car about to be lapped, if the driver does not seem to be making full use of his rear-view mirrors. When shown, the driver concerned must allow the following car to pass at the earliest opportunity</p>	
<p>White flag This flag should be waved and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag point</p>	
<p>Green flag This should be used to indicate that the track is clear: it should be waved at the marshal post immediately after the incident that necessitated the use of one or more yellow flags. It may also be used, if deemed necessary by the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.</p>	

13.4. In case competition is held on the race track which is equipped with the digital flags, it is compulsory to announce during Driver`s briefing which flag signals (physical or digital) are main and which are supportive.

14. GENERAL SAFETY REGULATIONS AND PENALTIES

- 14.1. All the imposed fines shall be paid before the next race of the Competitor, but no later than within an hour of imposing the fine. The Organizer shall have the right to not permit a Competitor to enter a race if the imposed fine has not been paid. The fines shall be imposed by a decision of the Race Director.
- 14.2. Safety equipment in the race car and of the competitor must be respected in accordance with the actual series technical regulations in the certain class /category.
- 14.3. All objects inside the race car must be safely and securely affixed / strapped down.
- 14.4. Each vehicle must be fitted with a fire extinguisher that has not passed its expiration date, has a capacity of at least 1 kg (recommended volume of at least 2 kg). It must be safely secured.
- 14.5. During the competitions, participants, team members, mechanics, relatives or friends must respect and must NOT ignore orders from Officials (including orders from the organizer`s of the event), in NO case can act aggressive (shouting, cursing and facing negative comments using swearwords) neither towards marshals of the competition or other participants. Actions described herewith will be treated as an unsportsmanlike conduct. Fine according to this paragraph is set to be **EUR 500** (five hundred) and further participation in the competition under warning. In case of repeated infringement – exclusion from the competition and bringing the case to participant`s ASN with the request of disqualification from the series.
- 14.6. During the competitions only the registered participant is allowed to enter the track and race. Disregarding this, fine is set to be **EUR 1000** (one thousand euro), exclusion from the competition and bringing the case to participant`s ASN with the request of disqualification from the series and annul the license.
- 14.7. Driver`s briefing is compulsory to all participants of the competition and is held in accordance with the timetable of the event. In case of non-appearance at the Driver`s briefing, the participant is the subject to **penalty 100 EUR** as the fee for an individual briefing.
- 14.8. The organizer of the competition shall be immediately notified of any damage caused to the track by presenting a written explanation concerning the circumstances of the incident. Every person who causes damage shall be personally liable for the

damage caused. Damage shall include, but is not limited to, damage to barriers, gates, asphalt, cables, piping, electrical systems, etc.

- 14.9. It is set to be a one-way direction traffic on the Pit Lane. It is prohibited to drive the car in reverse gear on Pit Lane. On Pit Lane all the cars can only be pushed if there is the need to move backwards. **Violation penalty 100 EUR**
- 14.10. The maximum permitted speed of vehicles on the pit lane is 60 km/h. The penalties for exceeding the respective speed are as follows: in the first instance of exceeding the speed limit by 0-20 km/h, EUR 5,- for every 1 km/h in excess; when exceeding the speed by more than 20 km/h, EUR 20,- for every 1 km/h. In the case of repeated exceeding of the pit lane speed, the Competitor may be excluded from the Competition.
- 14.11. The Race Director may require any participant/driver or an official to undergo a medical and alcohol examination at any time during the Events. The alcohol concentration in the blood cannot exceed 0 ‰ (zero). Minimum penalty in case of violation of this paragraph – exclusion from the entire Competition, result annulment, **EUR 1000,-** and together with the report of Race Director case brought to the respective ASN, where additional penalties can be imposed.
- 14.12. During RS, any car that is stopped on the track will be cleared from it by the marshals so as not to constitute a danger or hamper the running of the sessions taking into consideration a further guideline:
 - If the driver is unable to move the car from a dangerous position, the marshals will assist the driver.
 - The driver must not benefit from that assistance to restart the engine.
 - At any moment during the competition, whenever a driver leaves his car on the track, driver must leave it in neutral gear position. This provision also applies to the Parc Fermé.**Violation penalty is at the discretion of the Race Director**
- 14.13. For any infringement to the provisions of the FIA Code or of the present regulations concerning general discipline and safety, such as (but not limited to that) non-observance of flags, jumped start during the races, non-observance of the imposed distances during the formation lap preceding a start, overtaking under the safety car etc., the penalties up to exclusion from the competition may be imposed at the discretion of the Race Director.
- 14.14. Car lights (rear and headlights) must be switched on during all sessions in all racing classes.
- 14.15. In case if “Wet race” race is deployed, cars with slick tires are not allowed to enter the track.
- 14.16. Instructions, decisions, notifications or communication from the officials are given to the competitors in writing or via official communication channels of the event. In case of written decisions, the competitors must acknowledge receipt: the signature of the competitor or of his designated representative is mandatory. If the competitor refuses to sign: possible exclusion of the competitor and his car(s), at the Stewards' discretion

15. ORDER IN THE PADDOCK

- 15.1. Parking in the paddock shall only be permitted in locations that have been designated as parking spots. Incorrectly parked vehicles may be removed at the expense of the possessor of the vehicle.
- 15.2. The maximum permitted speed of vehicles in the paddock and spectator traffic areas shall be the movement speed of pedestrians (max. 10 km/h).
- 15.3. The use of motor vehicles by persons without the right to drive is prohibited. The parents of children or their authorized representatives are liable for the activities of children in the paddock.
- 15.4. With regards to an increased noise created by race car engine starting whose noise levels exceed the noise level permitted for vehicles in street traffic, local regulations and requirements of the tracks will prevail and must be always followed during all competitions. **Violation penalty 500 EUR and possible exclusion from the competition.**
- 15.5. Storing any goods or objects in front of buildings and entrances to and exits from the track is forbidden. Storing goods and parking vehicles on evacuation routes is likewise strictly forbidden.
- 15.6. Adhering to all environmental rules arising from valid legislation is mandatory. Depositing waste shall only be permitted in the specifically provided locations on the condition that the waste to be deposited fits in the deployed containers. If the waste containers are full, depositing waste beside the container shall be prohibited. If there are containers for various types of waste at the locations for depositing waste, the waste shall be sorted by type.
- 15.7. For the purpose to avoid any fluid leakages on the ground of the paddock area, caused by damage to the vehicles it is compulsory to use impermeable mats underneath the race cars and service vehicles. **Violation penalty 100 EUR**
- 15.8. It is strictly forbidden to leave used tyres in the competition venue. Competitors must collect their used tyres when leaving the competition. For the violation of this rule there is a **penalty up to EUR 1000,-** which will be claimed via competitor's ASN or by using the safety deposit which Organizer has entitled to collect prior the competition.
- 15.9. Special attention shall be paid to handling flammable materials (fuels, oils, etc.) in order to ensure fire safety. During the Competition, a Competitor must ensure the PIT BOX with a verified dry-powder extinguisher that holds at least 6 kg of extinguishing agent or a fire extinguisher of another type with at least the same extinguishing capacity shall be kept in close proximity. Fuel may only be stored in the respectively provided canisters while complying with all fire safety requirements. The person who handles flammable materials shall be liable in full for any damage caused by the materials. The absence of a fire extinguisher shall be penalized with a **fine of EUR 100.**
- 15.10. Creating holes in the asphalt by means of drilling, ramming poles or any other manner is strictly prohibited. Burnout is likewise strictly prohibited. The fine for drilling holes in the asphalt and/or burnout is **EUR 200,-** for every instance of damage caused.
- 15.11. Using the power grid shall only be permitted upon prior agreement with the Organizer. Unauthorized creation of electrical connections is strictly prohibited.
- 15.12. Grilling and the use of open fire on the track, the pit lane and the paddock is prohibited. **Violation penalty 200 EUR**
- 15.13. Smoking in the paddock and on the Pit Lane is allowed only in the specially designated area. **Violation penalty 200 EUR**
- 15.14. During competition, the Competitor must ensure identification of the PitBox by placing the plate with the name, surname or team name of the said Competitor.

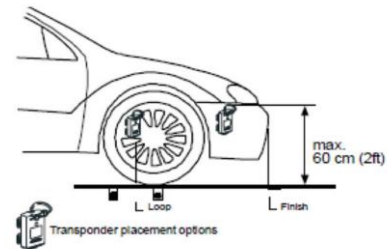
16. STARTING NUMBERS, NAMES OF DRIVERS AND COMPULSORY ADVERTISING

- 16.1. Every BaTA series competitor must carry the unique starting number of the driver throughout the whole BaTA season.

- 16.2. Starting numbers and the name of the drivers is the responsibility of the participant. The participant can reserve a racing number by sending request to BaTA series promoter: info@balticracingseries.eu
- 16.3. All BaTA series racing cars, while participating in the BaTA series competitions must be prepared in accordance with the APPENDIX 1 – Mandatory stickers. However, the layout of the compulsory advertising stickers on the racing cars (if any), which must be provided by the organizer of the specific competition round, to be published as the separate bulletin not later than one week before the competition. Ignorance and **violation penalty – in the amount of double entry fee.**
- 16.4. A competitor must ensure that all stickers of the compulsory advertising are securely affixed on the vehicle before entering the track. Failing these requirements, track marshals are entitled to forbid entrance on the track. If the car has so particular shape that the stickers and/or advertising cannot be securely affixed, a competitor must obtain approval of the responsible person of the promoter of BaTA for a different layout of the advertising.
- 16.5. In case when field of activities of a team, a competitor or a sponsor of a competitor rivals with the field of activities of the sponsor of the Organizer that team and competitor must obtain written consent of the Organizer for placing the advertising in question. All sponsors of BaTA will be listed on the official BaTA web page (www.balticracingseries.eu) and the promoter retains the right to refuse permission of a given advertising without indication of the reason.
- 16.6. Any distribution of advertising materials on the territory of the competition initiated by a Competitor shall only be permitted upon prior written agreement with Organizer of the event or Promoter.
- 16.7. Competitors, drivers and teams are entitled to interviews for TV or press during the season, as well as to use the car for their own advertising purposes.
- 16.8. By registering for competition, the Competitor grants the permission to the Organizer for being filmed, photographed and that the personal data by means of EU general data protection regulation might be processed for purposes of the Competition disclosure in the media or/and social networks.
- 16.9. Promoter is not responsible for the coverage content and quality of the events in mass media.
- 16.10. The Organizer shall, at its own discretion, have the right to use the audio-visual materials produced in the course of the competitions without paying any additional charges thereof to anyone and without receiving any specific approvals.
- 16.11. Competitors not wearing the mandatory advertisement stickers and have not paid the charges for removal of stickers specified in paragraph #16.3 may be excluded from the certain competition round.

17. TIMING DEVICES

- 17.1. The Competitors shall ensure that their competing vehicle is equipped with an official competition timing device – transponder, which must be in order and be able to ensure proper time fixation during the entire competition. The Competitors shall be liable for the rented transponders that are attached to the vehicles.
- 17.2. In the case of damage to or loss of a transponder, the Competitor shall compensate for the cost of the transponder (EUR 600,-).
- 17.3. The transponders shall be returned within 60 minutes as of the end of the race of the last Competitor.
- 17.4. Transponder fixing guideline is shown in the picture herewith.
- 17.5. Upon discretion of the organizer of the competition, for the provision of the rented transponders to the Competitors, safety deposit payment may apply. In this case this must be stated in the supplementary regulations of the certain competition.



18. FINAL PROVISIONS

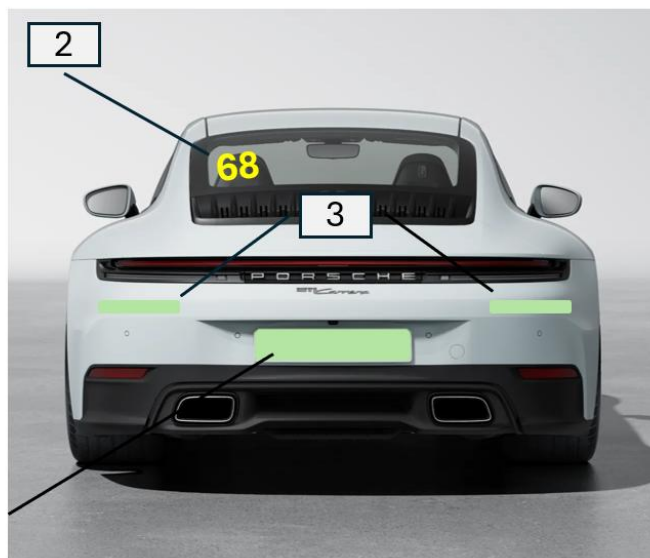
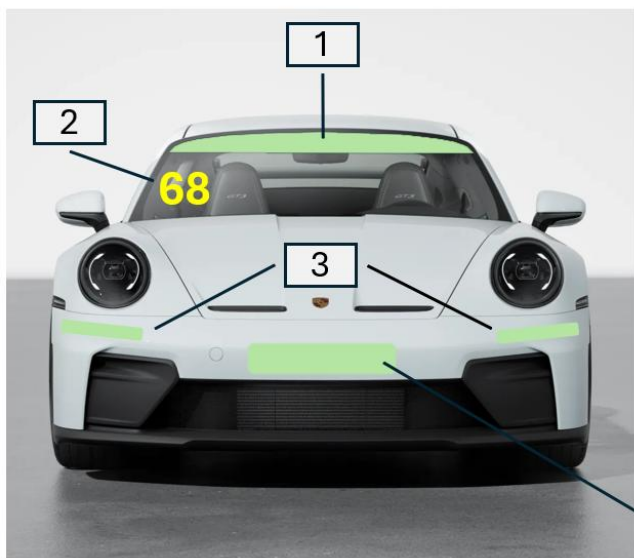
- 18.1. Other relevant conditions must be defined by the specific Supplementary regulations or discussed during briefings of each Event.
- 18.2. Situations, which are not clearly described in these Regulations, will be investigated by the Race Director and the Stewards jury taking into consideration all relevant similar regulations and/or best practices worldwide. Any decisions made with this respect cannot be a subject for the protest.
- 18.3. The series promoter together with the BaTA Organizing committee reserves the right to make any changes to the Regulations for reasons of force majeure, safety or prospective legislation.
- 18.4. The BaTA events and parts thereof, including Regulations, are property of the promoter of the series therefore usage of it without written confirmation by the promoter is strictly prohibited and any such actions establishes liability for a civil action and may give rise to criminal prosecution in accordance with the legislation of the Republic of Latvia.
- 18.5. Any damage caused to the venue of the BaTA competition and are caused by the action, or inaction, of the participant must be reimbursed in full to the organizer of BaTA. Disputes regarding the damage caused to the venue of the BaTA competition will be dealt with first by mutual negotiations. If the Organizer of the BaTA competition and the participant cannot reach an agreement within 30 (thirty) days, the dispute shall be referred to the court in accordance with the procedures specified in the laws of the Republic of Latvia.

APPENDIX No 1
Mandatory stickers

MANDATORY STICKERS SPECIFICATION

Binding for: **BaTA**

DESCRIPTION	SPECIFICATION	COMMENTS
1 Reserved space for event organizers / BaTA series promoter	N/A	Provided by event organizer / BaTA series promoter
2 Starting number (Font: INTRO / max height 200 mm)		Responsibility of the participant, upon request, can be provided by event organizer / BaTA series promoter for additional charge
3 Reserved space for event organizers / BaTA series promoter	N/A	Provided by event organizer / BaTA series promoter
4 Reserved space for event organizers / BaTA series promoter	N/A	Provided by event organizer / BaTA series promoter



APPENDIX No 2

List of street supercars under the class BSP4 (as a guideline only)

CAR MANUFACTURER	CAR MODEL
Alfa Romeo	<ul style="list-style-type: none"> • 4C • 8C • Giulia Quadrifoglio
Aston Martin	Any model
Audi	<ul style="list-style-type: none"> • Any RS series car built after year 2008 • R8
Bentley	Any 2 door model
BMW	<ul style="list-style-type: none"> • Any M series car built after year 2008.
Bugatti	Any model
Cadillac	<ul style="list-style-type: none"> • CTS-V
Chevrolet	<ul style="list-style-type: none"> • Corvette C6 Z06 • Corvette C6 ZR1 • Corvette C7 ZR1
Dodge	<ul style="list-style-type: none"> • Challenger SRT Hellcat • Charger SRT Hellcat • Challenger SRT Demon • Viper
Ferrari	Any model
Ford	<ul style="list-style-type: none"> • GT • GT240
Honda	<ul style="list-style-type: none"> • NSX
Jaguar	<ul style="list-style-type: none"> • XKR • XJ220 • XFR
Koenigsegg	Any model
Lamborghini	Any model
Lancia	<ul style="list-style-type: none"> • Delta Integrale • 037 • S4
Lexus	<ul style="list-style-type: none"> • LFA
Lotus	<ul style="list-style-type: none"> • Esprit
Maserati	<ul style="list-style-type: none"> • GranTurismo • MC12 • Quattroporte
McLaren	Any model
Mercedes-Benz	<ul style="list-style-type: none"> • Any AMG series car built after year 2008 • SLR • SLS
Nissan	<ul style="list-style-type: none"> • GT-R (R35) • Skyline GT-R (R34)
Pagani	Any model
Porsche	<ul style="list-style-type: none"> • Any 911 car model built after year 2008 • Any 918 Spyder car model built after year 2008 • Any Carrera GT car model built after year 2008 • Any Cayman car model built after year 2008 • Any Boxster (981/982) car model built after 2008
Spyker	Any model
Subaru	<ul style="list-style-type: none"> • Impreza 22B
TVR	Any model