

BALTIC DRIFT CHAMPIONSHIP

2018 BALTIC DRIFT CHAMPIONSHIP **supplementary regulations**

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Drifting Introduction:

Drifting is entry level motor sport activities that can be easily develop in all ASNs in order to bring new drivers in motor sport without consideration of the age.

Drifting is a motor sport discipline that can be organized on a permanent track (karting, circuit) or on a temporary track (e.g. a car park). The car must go sideways in over-steer and the over-steer must be controlled by the drivers' inputs, and they will be judged on style and clipping zones. Drivers must demonstrate speed and ability to control slide in one or two car battles. Competitor's apparel and the vehicle requirements for drifting events should be detailed in specific articles.

Lexicon

- Run: Round, series
- Solo: run by one driver during the Qualifying rounds
- Battle: run between two drivers during the final phases
- Clipping zone: reference marks on the edge of the track which define the course and which the drivers get as close as possible to without running them over. These points can be positioned inside or outside the trajectory in each of the curves.
- One more time: additional battle to decide the dead heats during the final phases.

1. General rules

1.1. These supplementary regulations, in accordance with the Latvia, Lithuania, Estonia ASN National Sports Codex, determine the rules for organising, running and judging the events, as well as the requirements for competitors and rules for the Championship standings. In Baltic championship each country drivers under each ASN approved PRO class technical regulations for season 2018.

1.2. An organizing permit is required for all Drifting Events. Public liability insurance is provided with the ASN permit. An ASN Steward/Observer could be appointed for drifting events

1.3. The Clerk of the Course shall hold a current Clerk of the Course license from his ASN.

1.4. At least one marshal must be based at each corner on the track layout defined for the event. In addition to his safety role, each marshal may also be used as a Judge of fact, in order to validate – or not as the case may be – with a specific flag indicating the result of judging factors.

1.5. The 2018 Baltic Drift Championship consists of 3 events in which, without undergoing a licensing process for driving qualification, a PRO class drift competitor- with PRO licence for 2018 year, from any Baltic country can take part.

- 1.6.** From each country have one Baltic drift representative, who take care about Baltic drift stage in his own country, Latvia- Eline Berke, Estonia- Kristjan Salmre, Lithuania- Linas Ramoška. Those 3 persons also coordinate all baltic drift serial, stages, dates, regulations, and are in baltic drift working group as representatives of each country ASN.
- 1.7.** Each baltic stage will happen together with each country national championship for PRO class, will be just one tandem final, each country after Baltic will take our points from results for each country official championship.
- 1.8.** In Baltic championship event will be awarded just Baltic stage winners. Money what drivers will pay for each country entry, will be putted all together for first 3 places in Baltic.
- 1.9.** For situations that are not described in these regulations, the final decision is made by:
- Event stewards and organizer, if the decision needs to be made during a Championship event;
 - Baltic workgroup, if the decision needs to be made outside of an event.
- 1.10.** Supplementary regulations for events will be published on the event's official information board on the day of the event, and published on the official facebook- baltic drift group.
- 1.11.** Drifting is a racing event with a set start lane, from which the competitor enters the track and accelerates towards the judging zone, which is marked with cones or other trackside objects. The beginning of this zone is described in the drivers meeting. Drifting is a driving technique where the competitor takes a racing line that gives the most speed and puts the car in a manageable controlled slide (the ideal line is described by the judges during the drivers meeting).
- 1.12.** If a competitor, driving with a one-time licence, wants his/her results to count in the Baltic season standings, he/she needs to buy the full-year licence in his country before the third event of the season-last event, in order to keep the points received in the first three events. The same rule applies to teams as well.
- 1.13.** Each stage entry fee- entry fee goes to prize money fund in end of the season 90% and 10% to cups.
- Entry fee in one stage- 25 EUR
 - Team licence in baltic drift season 2018- 10 EUR
- 1.14.** Any rules that are not mentioned in these regulations, as well as violations that cause delays in the event, will be assessed individually during the event, with the decision being made by the stewards, chief steward and event organizer.
- 1.15.** Alcohol and doping controls can take place during the events. The doping control procedure (and the list of forbidden substances) is in accordance with the World Anti-Doping Agency and

FIA rules. Alcohol control can be done by the event organizer, using a breathalyser. In case of alcohol levels higher than those stated in the norms, the driver will be excluded from the particular event.

2. Organisation and judging of events

- 2.1.** The events, in accordance with the each country National Sports Codex, will be organized as outlined in these regulations by the Championship organizer, working together with baltic workgroup. Championship calendar will be approved in advance.
- 2.2.** The events will be judged by judges who are approved by the Baltic workgroup, in accordance with the each country ASN National Sports Codex and the rules outlined in these supplementary regulations (including annexes).
- 2.3.** The judging criteria are 35/35/30
- 2.4.** Event regulations need to contain precise information on the start procedure (positioning the car on the start line, start signal, etc.) and rules that will be followed during it.
- 2.5.** Organizer needs to provide as equal start conditions as possible for every competitor.
- 2.6.** Any intervention with the judges, delaying of the event and disturbing of the work of stewards will be punished with a fine of 100 EUR. A repeated offense will result in the competitor's exclusion from the event. A competitor can be excluded from the event without warning for unsportsmanlike behaviour, including gesturing towards the stewards or judges.
- 2.7.** The attendance of an ambulance with qualified crew and one fire engine is mandatory for drift events.
- 2.8.** At least two fire extinguishers with a minimum 6kg capacity (each unit) must be positioned in close proximity to the marshals' posts in the care of trained marshals.

3. Dates and times of events

- 3.1.** The Championship takes place on tracks approved by Baltic work group and each country ASN.
- 3.2.** Drift events take place on closed tracks (article 2.34.1 of the Sports Codex). The track needs to be closed for regular traffic during the event, and any entrances need to be closed off (article 5.2 of the Sports Codex).
- 3.3.** The track safety plan needs to be approved by the each country ASN.
- 3.4.** Track description needs to be included in the event's supplementary regulations. The track layout must be published on the official information board on the day of the event.

- 3.5.** If the race cars are split into multiple groups, the organizer needs to mention this in the event regulations.
- 3.6.** The runs begin at times listed in the itinerary. Entrant is fully responsible for the competitor and his/her car to arrive at the start on time.
- 3.7.** The start list needs to be published on the official information board no less than 15 minutes before the start time of the first competitor.

4. Competitors

- 4.1.** Competitors with each country in Baltic with PRO drift licences for the year 2018 can take part in the events.
- 4.2.** Drift licencing process is described in each country Drift licencing rules for 2018 and is an important part of these supplementary regulations.
- 4.3.** During the event, a competitor must not be under the influence of alcohol, drugs or any other intoxicating substances. A violation of this rule will result in exclusion from the event and the cancellation of the drift licence, in accordance with section with each countru National Sports Codex in what country will take place that stage.
- 4.4.** The competitor must not have any health issues that affect his/her ability to drive.
- 4.5.** Competitors must have a carpet or something similar to put under the race car in the service area. The first violation will result in a warning, and there will be a 70 EUR fine for a second violation. The carpet under the car must be larger than the race car in question by at least 10 cm in all four directions when the car is placed on it.

5. Race cars, driver's equipment

- 5.1.** The race cars must be prepared in accordance with the PRO drift technical regulations for 2018 in each country, each country look to their own technical regulations, but they are maded almost the same in all 3 Baltic countries.
- 5.2.** Drift cars must be rear wheel drive, registered according to the Baltic ASN guidelines and comply with PRO drift technical regulations for 2018. If a car does not meet these criteria, the decision on whether to allow it to participate (and in which class) is made by the chief steward, after a discussion with the chief scrutineer.
- 5.3.** No more than one driver can take part with a single car. Special cases, which would be exceptions to the rule, can be agreed upon with the Baltic drift workgroup before the event.

- 5.4.** Just after the permission of the chief steward, driver can ask possibility to change the car, but about that will vote drivers who participate in race and decide head judge of race, and this car must no longer be actively taking part in the event, must have passed technical scrutineering and/or have been registered as a reserve car and went through technical scrutineering after registration. Before the TOP4 tandems, it is not allowed to change the car during the tandem runs, it must be done before the first run in a particular tandem.
- 5.5.** Driver's safety equipment is checked during the technical scrutineering. The scrutineers have rights to check the driver's safety equipment at any point during the event.
- 5.6.** During the event, it is mandatory to use a motorsports racing suit, gloves and shoes with valid FIA homologation. The driver needs to be in a racing suit during the official practice. HANS systems are mandatory.
- 5.7.** The race car needs to be equipped with a racing bucket seat and six point harnesses with valid FIA homologation. The seats can have expired FIA homologation, but for not more than 5 years.
- 5.8.** During the runs, drivers need to be fixed in homologated harnesses and must have put on a FIA homologated helmet with the buckle closed. Violation of this rule will result in an exclusion from that particular run.
- 5.9.** For safety, the competitor's race cars need to be equipped with fire extinguishers in accordance with the PRO drift technical regulations for 2018.
- 5.10.** During official practice, qualification runs and tandem runs, only one person, the driver, can be in the car. A separate decision on exceptions to this rule can be made by the chief steward. Violating this rule will result in exclusion from the event.
- 5.11.** The entrant must make sure the race car undergoes technical scrutineering at the planned time, which is listed in the event regulations. The driver needs to show the driver's safety equipment to the scrutineers. The entrant is fully responsible for the race car and safety equipment compliance with the regulations. If some rules or requirements are not met, the driver can be forbidden from taking part in the event or excluded from the event. Chief steward can also communicate these discrepancies to Baltic drift workgroup, who can then make a decision on whether this was due to unsportsmanlike behaviour of the driver.
- 5.12.** If any issues or defects with the cars are found, the competitor needs to resolve these and go through the scrutineering again while it is still ongoing. If the car passes scrutineering on the second try, it can take part in the qualifying. If the scrutineering is failed on the second attempt, the competitor must leave the scrutineering area and will not be allowed to take part in the event. After each racing accident, the chief scrutineer will look the car over and determine

whether it can continue the event. If an issue is found during tandem runs, the competitor is given five minutes to fix the car, with these five minute repairs taking place in the service area, not on track. The competitor must inform the stewards of his actions in that scenario. The five minutes are counted by the competitor's steward, starting from the moment the car arrives at the service park and mechanic touch it.

6. Event itinerary

6.1. Documentation check

6.1.1. The documentation check takes place in the secretariat, according to the event itinerary.

6.1.2. The competitor, or a representative of the team, must present a signed registration form, pay the entry fee and provide the following documentation:

- A valid full-year PRO racing licence- necessary to show ;
- A valid entrant licence (if the driver is under 18 years of age);
- A valid medical certificate and health insurance with at least 1500 EUR of coverage (that includes motorsports), if the competitor will be buying a one-event licence.

6.1.3. After the documentation check, competitors receive the start numbers and organizer's obligatory advertisement stickers. If the advertisement stickers are not put on the car, the competitor will receive a 70 EUR fine.

6.2. Technical scrutineering

6.2.1. The competitor needs to arrive to technical scrutineering at the time listed in the event regulations, and needs to present the race car, its documentation and the driver's safety equipment.

6.2.2. The competitor or entrant, when registering for an event, takes full responsibility for their car and behaviour on track, as well as for any damages done to others.

6.3. It is the responsibility of the Competitors to ensure that their vehicles meet at least the minimum safety requirements, i.e. harness, secured battery, no loose items in the car, tyres not worn and with full thread; a helmet and HANS is mandatory.

6.4. The entry form includes a 'Declaration' which shall be completed and handed in at Event Documentation and this, together with the presentation of the vehicle for scrutineering, shall be deemed an implicit statement of conformity with the safety schedule.

6.5. Competitors shall make their safety apparel and vehicle available for scrutineering at the request of the appointed scrutineers or the Event Organizer. The vehicle shall be presented in the condition in which it will be used in competition, with all equipment fitted.

6.6. Drivers meeting

6.6.1. The place and time of the drivers meeting is listed in the event regulations or its annexes, or announced during the event, if the chief steward decides to call a drivers meeting. It is mandatory for either the competitor or the entrant to be present for the drivers meeting. The entrant is fully responsible for his/her competitor to take part in the drivers meetings and receive the information presented there about how the event will be run. Only the drivers, entrants and media can take part in drivers meetings, they are forbidden for anyone else. If the drivers meeting has been missed, a repeat of the instructions covered there will cost the driver 30 EUR. A competitor who has missed the drivers meeting cannot write a protest about any judges' decisions for the particular event.

6.7. Qualification runs

6.7.1. The judged run begins at the moment a race car crosses the start line, and concludes after it crosses the finish line. The finish line must be marked by a two lines of cones on both sides of the track. If the race car is still drifting after crossing the finish line, a fine of 50 EUR can be applied. If the competitor enters the start zone at more than 30 km/h or is drifting, the fine is 50 EUR.

6.7.2. There are 2 or 3 (this is decided after registration closes on the day of the events) separately judged qualification runs, which are not run in succession. The start order for tandem runs is decided based on the best qualification run, according to the tandem bracket used in the event.

6.7.3. The qualification runs are done in start number order, with the smallest number going first. Once everyone has completed the first run, the second run begins, and the same goes for the third run, which begins after the conclusion of run number two. If a competitor is unable to take part in a qualification run, it is necessary to communicate this with the competitor steward in advance, so that a decision can be made on whether the driver can be moved to the end of the particular qualification run. If the competitor steward is not warned about a driver not attending a qualification run, the competitor will be given a score of 0 (zero) for the particular run. Drivers need to be aware of when they need to go and do their qualifying runs, as they will get a score of zero if they don't take part in a run.

6.7.4. The top 16 or top 32 drivers, based on the best qualification run, will qualify for the tandem runs. If there is an insufficient number of drivers, the chief steward can make a decision to have a top 8, top 4 or, in separate cases, other tandem trees.

6.7.5. If multiple drivers have the same result in qualification, a higher position will be given to the driver who had more points in his first run. If this is equal, the second criteria is score on the second run. If this is also equal, the better position will be determined based on other factors from qualification. For example, if there is a radar gun that is used to measure entry speed in a particular event, the driver with the highest entry speed on the first run will be given a higher position in the standings.

6.8. Runs, starting order, false start, finish

6.8.1. Start, finish and track border lines, as well as the track limits need to be indicated with clearly visible markings. If the event takes place in the dark, lights need to be put at the start and finish zone, around track limits and in the service park.

6.8.2. Burnouts to heat up the tires are allowed only in specially marked places. During this process, it is forbidden for anyone to hold the car in place. Doing a standing burnout is strictly forbidden, the car must slowly move forwards when heating the tires. It is not allowed for people (other than the driver in the race car) to be present in the burnout zone during a burnout.

6.8.3. If a car breaks down during a run and can no longer move under its own power, the competitor must remain in the car until the run is stopped.

6.8.4. Any assistance from the outside during the runs is forbidden.

6.8.5. The competitor is forbidden to continue his run if driving the car is a threat to the safety of the driver or event (such as significantly limited visibility through the windshield, etc.). Decision about allowing a competitor to race is made by the chief steward, after consulting with the technical scrutineers.

6.8.6. It is forbidden to do practice runs in between qualification or tandem runs, unless this practice time is scheduled in the event itinerary.

6.8.7. If a driver has not arrived at the start zone in time for his/her tandem run, the start is given to the driver who has arrived. The driver who did not arrive in time will automatically have lost that particular run. The only exception to this rule can happen with the permission of the chief steward or scrutineer, if the driver had a technical problem in the previous heat, and has been given 5 (five) minutes to fix the issue.

6.8.8. After crossing the finish line, the competitor must decrease his speed without making any rapid side movements or drifting. Competitor must leave the track as shown in the track map. It is forbidden to drive faster than 20 km/h in the service park. If there is a report of a competitor driving aggressively or dangerously, he/she will be fined 50 EUR and possibly excluded from the event. This penalty is non-challengeable.

- 6.8.9.** The race begins with documentation check and/or technical scrutineering, and ends after the last of the following events concludes:
- Time limit of submitting and reviewing protests;
 - End of the final technical scrutineering;
 - Conclusion of the awards ceremony
- 6.8.10.** The race can be stopped due to extreme weather or safety concerns, with the decision being made by the chief steward and/or the chairman of stewards.
- 6.8.11.** During the event, it is possible to get 5 minutes to repair the race car, if the stewards are warned in advance. 5 minutes driver can take just 2 times in race, one time in qualification session, one time in tandem session.
- 6.9.** It is not allowed to change tires within a single tandem battle, unless the tires or rims have a defect that prevents the competitor to continue racing. Also middle tandem driver mechanic can't check tyre pressure, our touch the car, ig mechanic touch the car starts 5 minutes. Violation of this rule will result in a 70 EUR fine and can also result in exclusion from the event. Depending on the track, this rule can be changed by the chief steward or team of stewards, by notifying the competitors no later than in the drivers meeting before tandem runs.
- 6.10.** 5 minutes start from time when car is in driver parking place in paddock and mechanic touch the car.
- 6.11.** On the track section leading from the service park to the start, a competitor takes full responsibility of any accidents with people who might be on the track. It is suggested to drive no faster than 50 km/h in this section.
- 6.12.** The start procedures are always given by a "starter" at his discretion, whilst he remains under the orders of the Clerk of the Course. The "starter" may be replaced by a lights system: RED prohibiting the start, the GREEN authorizing the start.
- 6.13.** The drivers must turn up at the start of each run, wearing the mandatory clothing and equipment. They must wear this for the entire duration of the competition, failing which they will not be authorized to participate.

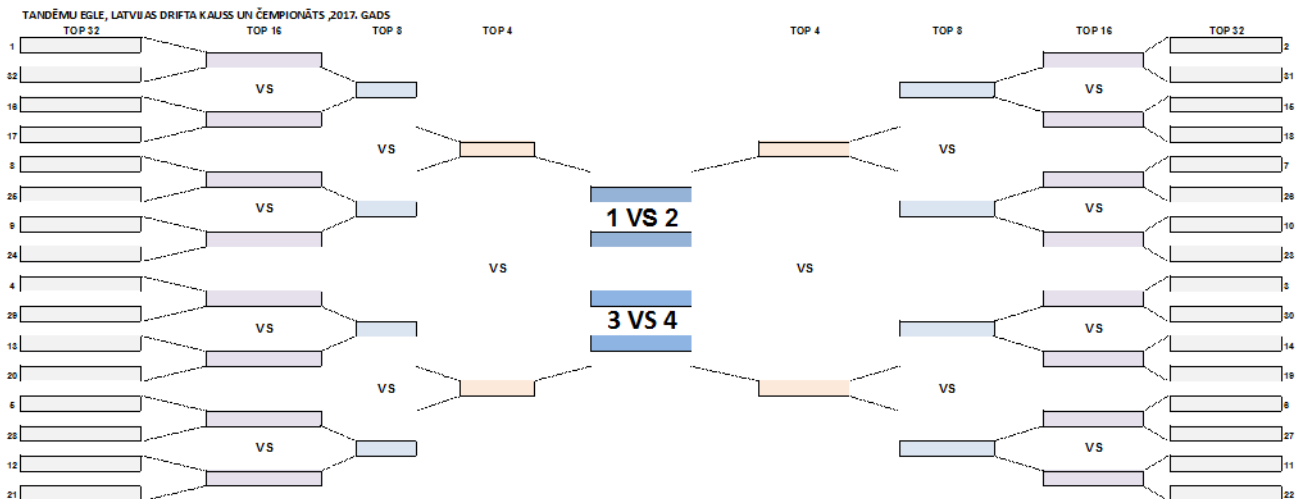
7. Team Championship

- 7.1.** In order to contest the team Championship, it is necessary to buy a team full-year licence in addition to a drift licence. This can be done by filling out a team entry form in the secretariat or before the season begins. Team licence for 2018 costs 10 EUR.
- 7.2.** No less than 2 drivers are needed to form a team. The maximum number of drivers is 4.
- 7.3.** In each event, a team will receive points from two of its highest placed drivers.

- 7.4. Team points in a particular event are the sum of the points received by its two best drivers.
- 7.5. If two teams have the same amount of points at the end of the 2018 season, the team with most points in the last event of the season will finish higher in the standings.
- 7.6. If 3 or fewer teams apply for the Championship, only the first place will be awarded at the end of the season. In case of 4 or more teams, the top three teams will be awarded.

8. Results

- 8.1. The event results are determined in accordance with the event regulations. The final results are based on the Drift judging criteria for the 2018 season (Annex No. 3).
- 8.2. Championship points are given according to the qualification table for the top 32 drivers, and also to the 32, 16 or 8 drivers who qualify for the tandem runs, according to the elimination table. The points system used for 2018 is available in Annex No. 2
- 8.3. Championship winners are determined by adding together the points received in all the official Championship or Cup events. In case of multiple competitors having the same amount of points, the higher place will be given to the competitor according to the following criteria:
 - Higher place will be given to the driver who has the most wins;
 - If the number of wins is equal, the higher place goes to the driver with most second place finishes;
 - If that is equal as well, then the next criteria is the number of third places, then fourth places and so on, until a winner is determined;



- 8.4. After qualification, competitors receive points according to their position: 12 points for 1st place, 10 points for 2nd place, 8 points for 3rd place, 6 points for 4th place, 4 points for 5th and 6th places, 3 points for 7th and 8th places, 2 points for 9th to 12th places, 1 point for 13th to 16th places, 0.5 points for 17th to 24th places and 0.25 points for 25th to 32nd places. After the tandem

runs, additional points are given according to the results of tandem battles: 100 points for 1st place, 88 points for 2nd place, 78 points for 3rd place, 69 points for 4th place, 61 point for 5th to 8th places, 54 points for 9th to 16th places, 24 points for 17th to 32nd places.

- 8.5. In cases where it is impossible to have a full tandem tree for TOP 32; TOP 16 or TOP 8, the remaining spots will be left empty, with the competitors with best qualifying results automatically advancing to the next round.
- 8.6. In Championship events taking place outside of Latvia, points will be given to either the TOP 32 or TOP 16 competitors, according to the table, but points can be given regardless of a competitor qualifying for the tandem runs. In this case, the competitors who did not qualify for the tandem runs will receive points according to their qualification result, so that there is a full TOP 16 (or less, if the number of competitors from Latvia is smaller than 16) table.
- 8.7. If multiple drivers receive the same highest score in qualification, a higher position will be given to the driver who had more points in his first run. If this is equal, the second criteria is score on the second run. If this is also equal, the better position will be determined based on other factors from qualification. For example, if there is a radar gun that is used to measure entry speed in a particular event, the driver with the highest entry speed on the first run will be given a higher position in the standings.
- 8.8. Each driver will have a maximum of 3 runs, plus an optional reconnaissance run. The order of the runs will be determined by the drawing of lots or by the choice of the organiser.
- 8.9. Each run will be marked by the judges.
- 8.10. The best of the 3 runs will be retained for the classification of the qualifying rounds.
- 8.11. In the case of a dead heat during the qualifications, the second best mark obtained will be decisive in splitting the drivers.
- 8.12. The car used for the Qualifying rounds will be the one used for the battles.
- 8.13. **0 points during the qualification or the battles**
 - Spinning (or mechanical damage), including in the acceleration zone or deceleration zone.
 - Blatant under steering.
 - Failure to remain on the track (none of the wheels must be outside the track).
 - Use of techniques judged to be unfair or dangerous.
 - Crashing into an opponent (intentionally or otherwise); light contacts without any risks are tolerated at the discretion of the judges.
 - Be more than 10% slower in a battle than in qualification (if telemetry is used).

9. Protests and appellations

- 9.1. A protest can be submitted by either the competitor or his entrant, and his/her ASN drift licence needs to be shown when doing so.
- 9.2. Protest can be submitted for the following violations:
 - the race organisation not meeting the rules stated in these regulations;
 - a race car not meeting the technical regulations.
- 9.3. When submitting a protest, a protest fee of 700 EUR needs to be paid.
- 9.4. Protests about violations during a run and for a race car not meeting the technical regulations need to be submitted in written form no later than 10 minutes before the preliminary results are announced.
- 9.5. If the protest is approved, the protest fee is returned to the person who submitted the protest.
- 9.6. For violations of supplementary regulations, the violator has to pay a fine of 70 EUR or he/she will be excluded from the event. Only the stewards can exclude a competitor from an event
- 9.7. The person who submitted the protest, in cases where it was denied, can submit an appellation in accordance with the procedure stated in the each ASN National Sports Codex.
- 9.8. For a repeat violation of the technical regulations, a competitor can be disqualified for up to two events or receive a fine of up to 500 EUR.
- 9.9. Appellation fee in the ASN Appellation court by each country ASN rules
- 9.10. Appellation needs to be submitted in accordance with each ASN rules.

CALENDAR 2018

1. Baltic Drift championship 1st stage, Latvia, Riga, Bikernieki race track, 04.05-05.05
2. Baltic Drift championship 2nd stage, Estonia, Tartu, Langebrace track 20.07-21.07
3. Baltic Drift championship 3rd stage, Lithuania, Kaunas, Kacergine race track, 15.09-16.09

Good luck in the events!

If, during the season, a decision is made to make some changes to these supplementary regulations, the drift workgroup will inform all the licenced Baltic Drift Championship drivers about these changes and publish the revised document.