

BALTIC DRIFT CHAMPIONSHIP

2021 BALTIC DRIFT CHAMPIONSHIP

Supplementary Regulations

- 1. General rules**
- 2. Organisation and judging of events**
- 3. Dates and times of events**
- 4. Competitors**
- 5. Race cars, competitor's equipment**
- 6. Event supplementary provisions**
- 7. Team Championship**
- 8. Results**
- 9. Protests and appellations**

Drifting Introduction

Drifting is entry-level motor sport activities that can be easily developed in all ASNs in order to bring new competitors 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 competitors' inputs, and they will be judged on style and clipping zones. Competitors must demonstrate speed and ability to control slide in qualification runs or two car tandems.

Competitor's apparel and the vehicle requirements for drifting events should be detailed in specific articles.

Lexicon

- Run: Round, series
- Qualification run: run by one competitor during the Qualifying rounds
- Tandem: run between two competitors during the final phases
- Clipping zone: reference marks on the edge of the track which define the course and to which competitors 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 tandem to decide the dead heats during the final phases.

1. GENERAL RULES

1.1. These supplementary regulations under name "Baltic Drift Championship", 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 competitors drive under each ASN approved PRO class technical regulations for season 2021.

1.2. In 2021 also Baltic Cup are added for Street and Semi PRO classes, where can participate all Baltic country drivers in both classes under each country technical regulations. Baltic cup happens together in one event with Baltic drift championship.

1.3. 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.

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

- 1.5.** 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.
- 1.6.** The 2021 Baltic Drift Championship consists of **5** events in which, without undergoing a licensing process for driving qualification, a PRO class drift competitor from any of Baltic countries - with PRO licence for 2021 year, can take part in it.
- 1.7.** Baltic Drift Championship is open championship, where any competitor from world with PRO class drift licence can participate.
- 1.8.** Each country must have one Baltic drift representative, who takes care about Baltic drift stage in his own country. Those 3 persons also must coordinate all Baltic drift serial, stages, dates, regulations, and must be in Baltic drift workgroup as representatives of each country ASN.
- 1.9.** Each Baltic stage will happen together with country national championship for PRO class, which will be organized in one tandem final.
- 1.10.** Supplementary regulations for events will be published on the event's official notice board on the day of the event, and published on the official Facebook- Baltic drift workgroup.
- 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 – it is the 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 at the end of the season 90% and 10% to cups.
- Entry fee in one stage- 30,00 EUR
 - Team licence in Baltic drift season 2021- 30,00 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 Clerk of the course and/or 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 level is higher than 0.0 promiles, the competitor will be excluded from the particular event and the cancellation of the drift licence, in accordance with section of country National Sports Codex from which the competitor is.

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, judging criteria can be changed a little bit by judges if it's necessary based on track layout, by informing about changes competitors and the organizer.

2.4. Event regulations must 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 judges will be punished with a fine of 100,00 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 officials.

2.7. The attendance of an ambulance with qualified crew and one rescue team is mandatory for drift events according to ASN safety regulations.

2.8. At least two fire extinguishers with a minimum 4KG capacity (each unit) must be positioned in close proximity to the marshals' posts in the care of trained marshals.

3. EVENTS

3.1. The Championship takes place on tracks approved by Baltic workgroup 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 must 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 notice 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 time listed in the event regulations or its annexes. Entrant is fully responsible for the competitor and his/her car to arrive at the start on time.
- 3.7. The start list has to be published on the official notice board no less than 15 minutes before the start time of the first competitor.

4. COMPETITORS

- 4.1. Competitors from each country with PRO drift licence for the year 2021 can take part in the Baltic Drift Championship events.
- 4.2. Drift licencing process is described in each country Drift licencing rules for 2021 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 of country National Sports Codex from which the competitor is.
- 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 under the race car in the service area. The first violation will result in a warning, and there will be a 70,00 EUR fine for a second violation. The carpet under the car must be at least for 10cm larger than the race car in all four directions when the car is placed on it.

5. RACE CARS, COMPETITOR'S EQUIPMENT

- 5.1. The race cars must be prepared in accordance with the PRO drift technical regulations for 2021 in each country. Each country must take care of their own technical regulations, but they must be made similar in all 3 Baltic countries.
- 5.2. Drift cars must be rear wheel drive, registered according to the Baltic guidelines and comply with PRO drift technical regulations for 2021. 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 competitor 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. The competitor can change competition car, specially asked technical commissar and head judge, only before tandem runs, no car changes are allowed when tandem runs started.
- 5.5. Competitor's safety equipment is checked during the technical scrutineering. The scrutineers have rights to check the competitor'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 competitor 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 not more than for 5 years.
- 5.8. During the runs, competitors 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 2021.
- 5.10. During official practice, qualification runs and tandem runs, only one person, the competitor, 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 competitor needs to show the competitor'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 competitor 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 competitor.

5.12. If any issues or defects with the car 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 minutes repairing must take place in the service area, not on track. The competitor must inform the competitors relations officer of his actions in that scenario. The five minutes are counted by the competitors relations officer, starting from the moment the car arrives at the service park and mechanic touches it.

6. EVENT SUPPLEMENTARY PROVISIONS

6.1. Documentation check

- The administrative checking takes place in the secretariat, according to the event regulations.
- 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 drift licence- necessary to show ;
 - A valid entrant licence (if the competitor is under 18 years of age);
 - A valid medical certificate and health insurance with at least 1500,00 EUR of coverage (that includes motorsports), if the competitor considers to buy a one-time licence.
- After the administrative 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 70,00 EUR fine.

6.2. Technical scrutineering

- 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 competitor's safety equipment.
- 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

- The place and time of the drivers meeting is listed in the event regulations or its annexes, or announced during the event if the Clerk of the course 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 take the place. Only competitors, 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 competitor 30,00 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

- 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 50,00 EUR can be applied. If the competitor enters the start zone at more than 30 km/h or is drifting, the fine is 50,00 EUR.
- There are 2 (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.
- 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. If a competitor is unable to take part in a qualification run, it is necessary to communicate this with the competitors relations officer in advance, so that a decision can be made on whether the competitor can be moved to the end of

the particular qualification run. If the competitors relations officer is not warned about a competitor not attending a qualification run, the competitor will be given a score of 0 (zero) for the particular run. Competitors must be aware of when they have to go and do their qualifying runs, as they will get a score of zero if they don't take part in a run.

- The TOP 16 or TOP 32 competitors, based on the best qualification run, will qualify for the tandem runs. If there is an insufficient number of competitors, the Clerk of the course can make a decision to have a TOP 8, TOP 4 or, in separate cases, other tandem trees.
- The higher scoring qualifying run of each competitor will be considered for establishing the classification. In the event of a tie within the higher scoring runs, the lower scoring qualifying run will be used to break the tie. In the event of a tie within the lower qualifying scores as well, the competitor who scored the most for the Line component of their highest qualification scores will be used. If that also fails to separate competitors, the scores of their highest qualification score Angle and then Style components (in this order) of their highest qualification scores will be used. In the event of a tie within these scores too, the competitor with smaller registration number takes higher place.

6.8. Runs, starting order, false start, finish

- 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.
- 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 competitor in the race car) to be present in the burnout zone during a burnout.
- 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.
- Any assistance from the outside during the runs is forbidden.
- The competitor is forbidden to continue his run if driving the car is a threat to the safety of the competitor or event (such as significantly limited visibility through the windshield, etc.). Decision about allowing a competitor to race is made by the Clerk of the course, after consulting with the technical scrutineers.

- It is forbidden to do practice runs in between qualification or tandem runs, unless this practice time is scheduled in the event regulations.
- If a competitor has not arrived at the start zone on time for his/her tandem run, the start is given to the competitor who has arrived. The competitor who did not arrive on time will automatically have lost that particular run. The only exception to this rule can happen with the permission of the Clerk of the course if the competitor had a technical problem in the previous heat and has been given 5 (five) minutes to fix the issue.
- 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 50,00 EUR and possibly excluded from the event. This penalty is non-challengeable.
- The race begins with administrative checking 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
- The race can be stopped due to extreme weather or safety concerns, with the decision being made by the Clerk of the course and/or chief steward.

6.9. 5 Minute Rule. The competitor can take one 5-minute timeout only once during event stage.

- 5-minute timeout starts when the car is in the pits or tire change location on the track, and mechanic touches the car.
- The mechanic is not allowed to touch the car while it isn't in the pits or tire change location, except if help is needed to lift the car from towing truck.
- A competitor's relations officer keeps time during the timeout and stops when car leaves pits. If the competitor wasn't able to leave his pits before 5-minute timeout ends, he is disqualified from the event.
- 5-minute timeout can't be taken in parts.
- If 5-minute timeout has started, the competitor can't refuse or cancel it.

- 6.10.** Starting with TOP 8 each competitor has 5 minutes to prepare for the next tandem. 5 minutes starts when competitor enters his pits or tire change location till the moment, when competitor leaves its pits or tire change location to the start zone without stopping.
- 6.11.** It is not allowed to change tires or tire pressure within a single tandem. In case of collision, if the tire comes off or depletes for car of victim competitor, both competitors can change tires. If in first tandem run something happens to tires, without collision, competitor cannot continue to race with flat tire. Violation of this rule will result in a 70,00 EUR fine and can also result in exclusion from the event. Depending on the track, this rule can be changed by the Clerk of the course or judges, by notifying competitors no later than in the drivers meeting before tandem runs.
- 6.12.** 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.
- 6.13.** The start procedures are always given by a start line judge at his discretion, whilst he remains under the orders of the Clerk of the Course. The start line judge may be replaced by a lights system: RED prohibiting the start, the GREEN authorizing the start.
- 6.14.** Competitors 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

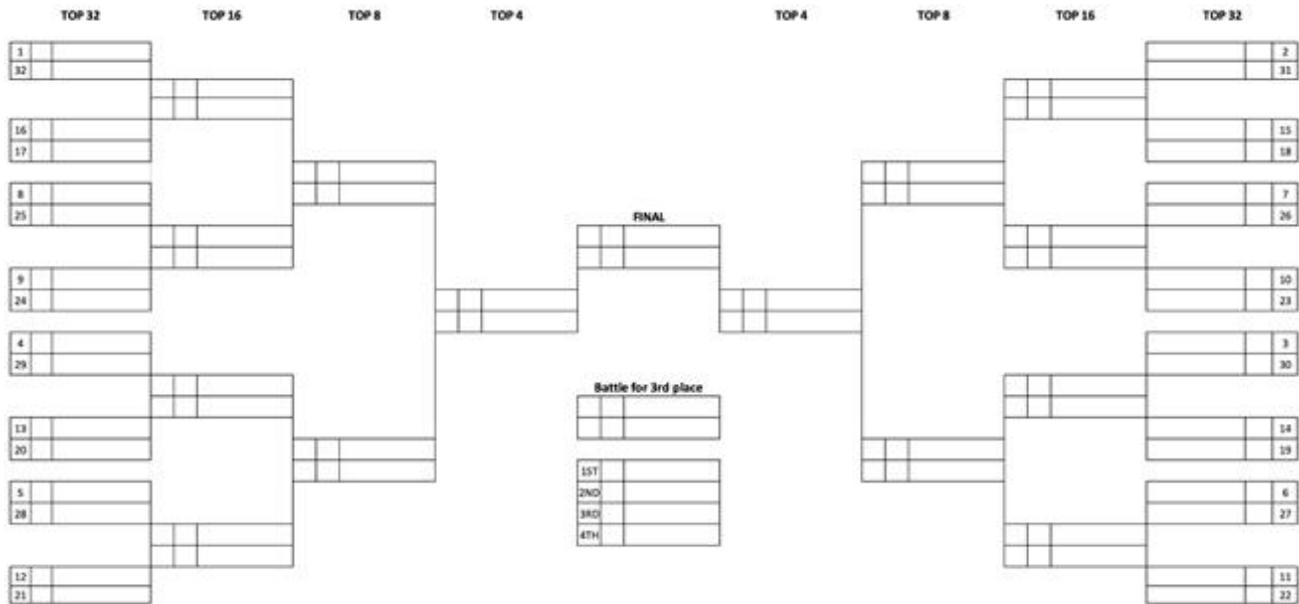
- 7.1.** In order to contest the Team Championship, it is necessary to buy a team full-year licence in addition to a drift licence. This can be done by filling out a team entry form in the secretariat or before the season begins.
- 7.2.** Team standings is the competition among teams racing only in the Baltic Drift Championship. 2-4 racers from any Baltic country can be in one team. Special registration form needs to be filled to enter the team in the competition in the race registration time. Each race of each event counts towards the overall standings. While there are 4 racers allowed per team, the 2 best results from each race will count inside the team's points. The 2 worse result is not counted, if there are 4 racers in the team. The TOP3 teams of the championship will be awarded with cup our medals for

drivers during the GALA Awards ceremony. The entry fee for Team in the championship is set to be 15 EUR per driver.

- 7.3. No less than 2 competitors are needed to form a team. The maximum number of competitors is 4.
- 7.4. Team points in a particular event are the sum of the points received by its two highest placed competitors in the event.
- 7.5. If two teams have the same amount of points at the end of the 2021 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 2021 season (Annex No. 2).
- 8.2. Championship points are given according to the qualification table for the TOP 32 competitors, and also to the 32, 16 or 8 competitors who have qualified for the tandem runs, according to the elimination table. The points system used for 2021 is available in Annex No. 1
- 8.3. Championship winners are determined by adding together the points received in all the official Championship 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 competitor who has the most wins;
 - If the number of wins is equal, the higher place goes to the competitor 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.
- 8.5.** After the tandem runs, additional points are given according to the results of tandems: 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.
- 8.6.** In case 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.
- 8.7.** The car used for the Qualifying rounds has to be the same used for tandems.
- 8.8. 0 points during the qualification or tandems:**
- 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 tandem 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 700,00 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 70,00 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 appeal 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 500,00 EUR.
- 9.9. Appeal fee in the ASN Appeal court by each country ASN rules
- 9.10. Appeal needs to be submitted in accordance with each ASN rules.

10. NATION CUP

10.1. NATION CUP

All three participating countries compete against each other and determine the country with best racers. Nations Cup is the competition between participating countries. Only three best results from each country counts for the respective countries points. A special points system will be used for point's calculation. After each stage. TOP3 drivers in each stage, from each country will get their points, based on place they get in competition. In season all points will count together:

1st place	20	9th place	8
2nd place	18	10th place	7
3rd place	16	11-15th place	6
4th place	14	16-20th place	5
5th place	12	20-25th place	4
6th place	11	26th-30th place	3
7th place	10	31th-32th place	2
8th place	9		

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 competitors about these changes and publish the revised document.

