



LAF Racing Commission



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EAL Racing Commission

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GENERAL SPORTING REGULATIONS 2023

BALTIC ENDURANCE 4H RACING SERIES

1. GENERAL CONDITIONS

- a. Baltic Endurance 4H (further BEC4H) is an open regional circuit racing series consisting of several Events held on different circuits. Supplementary regulations applied to an Event should satisfy the local standards and should be developed by the corresponding event promoter.
- b. BEC4H will be run in compliance with the FIA International Sporting Code and is handled by the promoters of Baltic Touring Car Championship in association with the respective ASN's Racing Commissions or their representatives within the Baltic States.
- c. These are the Sporting Regulations for BEC4H (Regulations). These Regulations come into force from the moment they are published on the official web-site: www.batcc.eu where possible changes, bulletins etc, will also be published.
- d. The Supplementary Regulations of events will be published not later than 30 calendar days before the race.
- e. All drivers, competitors and officials participating in the BEC4H, by submitting a participation application, undertake and warrant:
 - i. 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;
 - ii. that the competing vehicle corresponds to the technical and safety conditions in accordance with the requirements of the respective class;
 - iii. 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 - €550 (VAT excluded);
 - iv. 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;
- f. Each competitor must nominate its representative in writing at the time of entering the Event. Throughout the duration of the Event, a person having charge of an entered car during any part of the Event is responsible jointly and severally with the competitor for ensuring that the requirements of Regulations are observed.
- g. Competitors must ensure that their cars satisfy the conditions of eligibility, compliance with the technical regulations, and safety throughout the Event.

2. CALENDAR 2023

	PLACE	DATE	RACE DISTANCE
Round 1	Parnu, "Porschering" Estonia	August 18-20	4 hours
Round 2	Riga, "Bikernieki" Latvia	September 22-24	4 hours

- a. Circuit descriptions will be specified in the Supplementary regulations of each round.
- b. Series promoter reserves the right to change the date of any round or cancel it with a notice 4 (four) weeks before the date of the event published on the official web page of the series: www.batcc.eu and via email to all competitors that have applied for the season.

3. BEC4H PROMOTER, ORGANIZING COMMITTEE, REGISTRATION AND SEASON ENTRY FEE

a. BEC4H promoter

Name: Autosporta klubs X Sports
 Adress: Dzutas iela 8, Rīga, LV-1006, Latvia
 Email: info@batcc.eu
 Tel.: +371 286 44446
 Director: Andis Meilands

b. Organizing committee

Representative from Latvian ASN	Andis Meilands
Representative from Latvian ASN	Janis Ducmanis
Representative from Estonian ASN	Toomas Lambin
Representative from Estonian ASN	Raimo Kulli
Representative from Lithuanian ASN	Tomas Martinkus (LT)
Representative from Lithuanian ASN	Egidijus Janavicius (LT)

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

Chief Scrutineer of BEC4H: Egidijus Janavicius

Contact details: +370 685 01303 (email: egidijus.janavicius@lasf.lt)

c. Registration for the BEC4H series entry for the season

- i. In order to be eligible to score BEC4H points the Competitors/Teams, unless not yet registered as BEC6H Competitor/Team, must enter BEC4H series by making a season registration. The entry has to be made once during the season via web site of the promoter of the series: www.batcc.eu
- ii. The registration for the series is open on 1st of March 2023 and closes on 23rd of September 2023.
- iii. The teams registering for the season can choose all numbers in range of 4 to 999. Starting numbers are participant's responsibility.
- iv. Only Competitors/Team successfully registered for the BEC4H (or BEC6H) are legitimate to score points towards the Champion title of the series.

d. Entry fees and financial conditions

- i. Season entry fee for BEC4H is set to be **€200,-** per Competitor/Team.
Remark: This is not relevant for Competitors/Teams that have already registered and paid Season entry fee for BEC6H 2023 Championship series.
- ii. The conditions of the entry fee on the race will be defined by the specific Supplementary regulations of each BEC4H round.
- iii. All payments are with VAT (value added tax) excluded.
- iv. Entry fee can be paid to the promoter of the series:
 1. by money transfer to:

Receiver:	Autosporta klubs X Sports
Registration No.	40008072736
Address:	Dzutas iela 8, Rīga, LV-1006, Latvia
Bank:	Swedbanka
SWIFT:	HABALV22
Account No:	LV04 HABA 0551 0332 3107 8
Subject:	BEC4H Season Entrance (Team's name)

- 2. in cash, at the secretariat of each BEC4H round, during sporting checks
- v. The Organizer has rights to invite special VIP Competitors and participants free of charge.
- vi. In the event that a pre-registered Competitor notifies the Organizer of non-participation in the event 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 deposited to the next events of the current racing season.

4. COMPETITORS

- a. Competitors of BEC4H must be in possession of an appropriate valid ASN issued racing and/or competitor's license (if available).
- b. All competitors, their personnel and drivers during the events must be covered by third party. Drivers taking part in the Event are not considered third parties with respect to one another.
- c. the Competitor undertakes to have an appropriate and valid health insurance policy which might be necessary in case of accident during Competition.
- d. All necessary documentation, including ASN licenses, must be presented at all rounds while passing sporting checks.
- e. For every BEC4H round, each team with one car may consist of minimum 2 and maximum 6 drivers.
- f. During the BEC4H series, team drivers can be changed unlimited number of times.
- g. Name of the Competitor/Team can be changed during the season; however, Competitor/Team has to provide a written notice to the promoter of the series, at least 2 weeks before each round. The name of the Competitor/Team in the last round will be the legitimate name throughout the gala prize award ceremony at the end of the season.
- h. During the event only the registered participant is allowed to enter the track and race. According to this paragraph, it is also not allowed for registered participants to switch with race cars during the official practice and qualifying sessions as well as the races. Disregarding this, fine is set to be **€1000,-**, exclusion from the Competition and bringing the case to participant's ASN with the request of disqualification from the BEC4H and annul the license
- i. During the Competition, participants, team members, mechanics, relatives or friends can't act aggressive (shouting, cursing and facing negative comments using) towards marshals of the Competition or other participants. These kinds of actions will be treated as an unsportsmanlike conduct. Fine according to this paragraph is set to be **€1000,-** 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 BEC4H series.
- j. The competitor is fully responsible for all the associated team persons that are in any area of the track and ensures that all these persons will comply to these rules and general order.

5. ELIGIBLE CARS AND CLASSES

- a. Only fully closed cars with covered wheels touring cars may participate, going under these classes:

CLASS	DESCRIPTION	REGULATIONS
BMW 325 CUP	Exclusively for cars BMW model E90 & E92	In accordance with the actual (including all

		Bulletins if any) 2023 BMW 325 BALTIC CUP TECHNICAL REGULATIONS published on: www.batcc.eu Exception: Brake pads free
TC1 (A2000)	Series production cars with calculated engine capacity up to 1999 cm ³	In accordance with the actual (including all Bulletins if any) BEC6H 2023 Technical Regulations of the respective class. Published on: www.batcc.eu
TC2 (A3000)	Series production cars with calculated engine capacity from 2000 cm ³ up to 2999 cm ³	
Diesel	Series production cars with diesel engines	
TC3 (A4000)	Series production cars with front mounted engines and calculated engine capacity from 3000 cm ³ to 4000 cm ³ including TCR cars	
GT AM	Series production or non-series production cars. BoP to apply	
GT PRO	Series production or non-series production cars with tubular frame bodywork, or semi-tubular bodywork, or monocoque bodywork. FIA homologated GT3 cars (including cars with expired homologation). BoP to apply	
Porsche GT3 CUP	Porsche GT3 CUP 991.1, 991.2 and 992 gen cars	

- b. The team can register one spare car in their online registration form. The spare car can be used if the main car has irreparable damage, and the fact is confirmed by Chief Technical Scrutineer. If the spare car's specification is of other class, the team will be moved to the respective class. The car can be changed just one time.
- c. If the car has been changed after qualifying, the team must start the race from the last position on the grid.
- d. The promoter, with the respective decision of the Organizing Committee, reserves the right to add any racing class during the season.
- e. The promoter holds the right to merge class with higher class (for example if there are only one car in TC1, it will be merged with TC2) if there are less than 3 participants in the class for the first event of the year.
- f. All cars must be equipped with the at least one on-board camera and participants are responsible to ensure the recording of the races during all rounds. The on-board camera recording view must 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). The recorded material must be in HD format and the recording device must contain only videos from the active race event. Rear-view cameras are strictly recommended.
- g. No car can enter the race track for practice, Qualifying or race session in case it violates and exceeds neither the Technical or Sporting regulations or Regulations of the local municipalities where the event is being held, on the subject of the allowed noise level. Penalty: at the Race Director discretion, up to exclusion from the Event
- h. Only drivers and cars that have passed the administrative checks and scrutineering are authorized to take part in official Qualifying Practice sessions and Race.



6. SAFETY PROVISIONS AND DISCIPLINE

- a. 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, **€1000,-** and together with the report of Race Director case brought to the respective ASN, where additional penalties can be imposed.
- b. Communication between race control and the Competitors are legitimate using all communication channels provided by and described in FIA Code, however the specific communication set up during the event should always be announced in the drivers briefing. Officials' notifications and decisions and the results (practice and race) will be posted on the official notice board.
- c. Organizers and the race control have the right to use any radio frequency allowed by Law of the country where the event takes place. If these frequencies concur with participating teams' frequencies, those teams must change radio frequency immediately.
- d. The boards used for informing the drivers may be sliding or pivoting and must not be colored red, yellow or green. They must be taken out and shown to the driver concerned only when the car is in the proximity of the pitfall while driving past on the track. Sunshades, parasols and umbrellas are prohibited.
- e. During Qualifying practice and the Race, while being on the track and/or racing car the drivers must always wear clothes and helmets in conformity with the safety standards established by the FIA, as well as a head restraint device homologated by the FIA, in the conditions defined by Appendix L to the International Sporting Code.
- f. Drivers' and Team Manager's Briefing held by the Race Director will take place before the first Qualifying practice. All drivers entered in the Event, and their Team Manager or the official representative of the team, must be present throughout the briefing. Penalty: at the Race Director discretion, up to exclusion from the Event.
- g. It is prohibited to drive a car in the opposite direction to that of the Race, unless, and only unless, it is in order to move the car from a dangerous position and following the instructions of the track marshals.
- h. During Qualifying practice and the Race, any car that is stopped will be cleared from the track by the marshals so as not to constitute a danger or hamper the running of the Qualifying practice session or Race:
 - i. If the driver is unable to move his car from a dangerous position by himself, the marshals will assist the driver;
 - ii. During the race, the driver must not benefit from that assistance to restart the engine;
 - iii. At any moment during the event, whenever a driver leaves his car on the track, driver must leave it in neutral. This provision also applies to the Parc Fermé.
Penalty: at the Race Director discretion, up to exclusion from the Event.
- i. During the race, if a car stops, the engine must be restarted with the starter or any other on-board equipment by the driver alone. An external starting system is authorized only during a pit stop.
- j. Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must be stopped for repairs. The car may not rejoin the race without the consent of the Scrutineers.
- k. For any infringement to the provisions of the International Sporting Code or of the present regulations concerning general discipline and safety, such as (but not limited to that):
 - i. Non-observance of flags and/or unsporting conduct during practice;

- ii. Jumped start during the race;
- iii. Practice starts during the formation lap;
- iv. Non-observance of the imposed distances during the formation lap preceding a start;
- v. Overtaking on the formation lap preceding the rolling start or under the safety car;

Penalty: at the Race Director discretion, up to exclusion from the Event.

7. SCRUTINEERING AND PARC FERME

- a. The presentation of a car for scrutineering will be deemed an implicit statement by the competitor of the conformity of the car.
- b. The car checks will be carried out by the Scrutineers mandated by the Race Director. Scrutineers are in charge of operations in the Parc Fermé and are empowered to give instructions to the competitors and to the drivers.
- c. Pre-race technical scrutineering will be organized in accordance with the timetable of the Competition providing the vehicle and Competitor`s equipment to Scrutineering Team either at the Pit Box of the Competitor or in the specially designated area (if any).
- d. After-race detailed technical scrutineering and/or inspection of the vehicle will be organized based on the decision of the Chief Scrutineer or the Race Director. 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.
- e. Scrutineers have the right to check the eligibility of a car or of a competitor at any time during an Event.
- f. If, during the race, the car is called in for technical checks it has to drive in pits within 3 (three) upcoming laps and stop at their team's respective Pit Box or at the place shown by Chief Scrutineer. If driver does not submit to Chief Scrutineer instructions to go to the technical control zone, race distance will not be counted till the driver will appear in the technical control zone.
- g. After the finish of Qualifying Practice and of the Race, the cars must go to the Parc Fermé under the supervision of the officials. A car that does not go immediately and directly to the Parc Fermé may be excluded from the classifications by the decision of Race Director. One mechanic of each team may enter the Parc Fermé in order to connect or disconnect an additional power supply to run internal cooling units or to place external cooling devices around the car in order to prevent damage, as a proper cool-down must be carried out. In no case are further works or installations of any kind permitted.

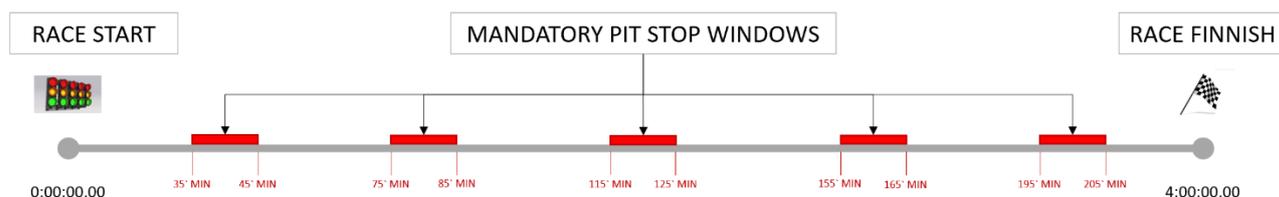
8. BEC4H RACING FORMAT, RACE DISTANCE, STARTING PROCEDURE AND OTHER REGULATIONS

- a. Every BEC4H round consists of minimum two Free Practice (FP) sessions, Qualifying (Q) and the Race of 4 hours which includes the compulsory five pit stops with duration of minimum 3minutes.
- b. Whichever Competitor/Team, after 4 hours of racing, crosses the finish line as the leader, will become the overall winner of the Race.
- c. Qualifying session:
 - i. Duration of Qualifying session will be held in accordance with the timetable of the Competition.
 - ii. The driver in the Qualifying session can be anyone of the registered drivers from the Competitor/Team.

- iii. Every driver of the team must drive at least one full lap in the official practice or qualifying sessions.
 - iv. During the Qualifying session, it is prohibited for a car to go into its Pit Boxes; it must stay on the Pit Lane (on pain of cancellation of the times set before the car entered its Pit Boxes);
 - v. At the end of a Qualifying session (as well as Free Practice sessions), a car may not cross the finish line again after having been shown the chequered flag already once, under pain of a sanction at the Race Director discretion.
 - vi. Parc Fermé is compulsory for every BEC4H participant after Qualifying session and the Race.
- d. Formation of the starting grid
- i. Place on the starting grid will be determined by Qualifying results.
 - ii. "Pole Position", reserved for the car that set the best time in Qualifying.
 - iii. If two or more crews set identical times during Qualifying, priority is given to the one who set it first.
 - iv. If one or more cars are missing from the grid, the gaps will be closed up, if the Race Director have considered that a new starting grid can be established.
 - v. Cars which, for whatever reason, cannot take the start from the place reserved for them on the starting grid, the respective Competitor/Team must inform the Race Director.
 - vi. Any car not taking part in the session, if allowed by the Race Director, will start the race from the Pit Lane after the peleton and under the supervision of Race Control.
- e. Starting procedure in BEC4H is set to be – rolling start, given by means of lights.
- i. The cars must start the race from the starting grid. Any car not starting from the starting grid, and any car that does not cross the start line on racetrack at the end of the formation lap cannot join the race until the last car in the field has passed Pit Lane exit zone after a good starting signal was given for the Race. This procedure will also apply to competitors whose cars have suffered a mechanical incident during the grid procedure and require assisted start. In this case cars will be brought to the Pit Lane with the assistance of marshals. Cars starting Race from the Pit Lane must follow the instructions of the marshals.
 - ii. Any driver who is delayed leaving his position may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Start Line and must start the race from the back of the grid.
 - iii. Standard rolling start procedure provides minimum one warm-up lap and one formation lap behind the Safety Car before good starting signal is given for the Race by switching off the red lights. If conditions so require (for example: the grid is not formatted properly), the Race Director may ask the Safety Car to cover one or more additional formation laps. In case the leaders of the peleton are not capable to format the proper grid twice in a row, the Race Director may ask to put the first two places of the grid at the back of the field.
 - iv. During formation lap drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front. At the end of the (last) formation lap, the Safety Car will pull off before the start line. The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by switching off the red lights. All the cars will keep their position until the start signal is given. As the signal is given, participants are good to overtake opponents.
 - v. In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be

turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated or green flag shown, the Safety Car will leave the grid with all cars following in grid order no more than 3 car lengths apart. In this case there will be no formation lap and the Race will start when the green lights are illuminated.

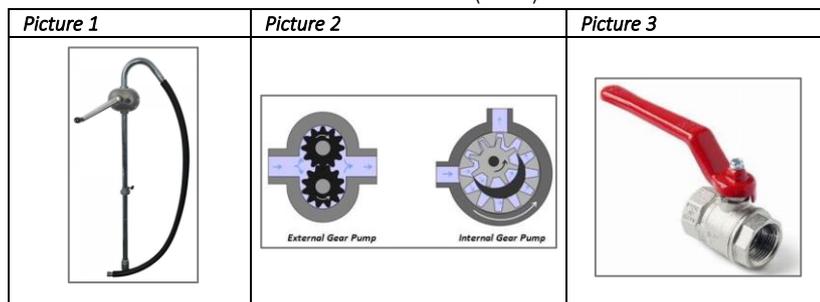
- f. Mandatory pit stops and Pit Lane
- i. 5 (five) three-minute Pit stops are mandatory for all Competitor / Teams and must be executed in accordance with the picture bellow.
Penalty: at the Race Director discretion.



- ii. Depending on the specific track infrastructure and technical capabilities, the mandatory pit stops of minimum 3 minutes will be counted either from Pit entry till Pit exit or the car being stationary for the said period of time. The format of the mandatory Pit stops must always be announced during drivers briefing. It is allowed to refuel the car, change the driver or make repair works during the Pit stops.
- iii. During any pit stop and repair work in the Pit Lane at the same time only two mechanics, Team Principal and two drivers, (max. 5 people in total) can cross the white line, separating pits from inner lane, when the car is fully stationary.
- iv. Pitting other than during the time of mandatory pit stop windows will not count as the execution of mandatory pit stop.
- v. Car must be at full stop before any work can commence on the Pit Lane. The safety belts must be fully secured till the car full stop. Any equipment, tires or instruments cannot be kept or left out of the teams Pit Lane place bounds.
- vi. 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 in order to bring the car in the Pit Box. Pushing of the car can be done only in the proximity of competitor's Pit Box. It is also forbidden to push the car backwards to the Park Ferme.
Penalty: For the violation of this rule fine is **€100**.

- g. Refueling
- i. If not otherwise declared, refueling of the cars during the whole events must be held at the Team`s Pit Boxes (during the Race) or in the Team`s Pit Boxes (during the rest of the time). In case of specially designated refueling zone during the event, it must be announced during the briefings.
 - ii. The mechanics who provide refueling during the Race must wear resistant overalls during the refueling, fire-resistant balaclavas, gloves, safety glasses. Helmets are recommended.
 - iii. During the Race refueling, while mandatory Pit Stops, drivers must stay in the car. Driver changes and/or any repairs and/or tire changing works are forbidden during refueling.
 - iv. During refueling, all the car parts located below fuel pump access hole must be covered flame-resistant material. Also the engine has to be stopped during refueling, except Turbo engine cars.
 - v. The car must be fueled by only one tap. Only one refuel pump with one handle per car is allowed (Picture 1).
 - vi. Pump construction - rotary type (Picture 2).

- vii. Drive – one man driven via rotatable handle.
- viii. Max flow rate – 1 liter per rotation of the handle.
- ix. Output flow – single hose with a mechanical tap (Picture 3), located not further than 300 mm from the end of hose (tube).



- x. All cars during the competition must use only E-98 (or E/A-95) petrol or diesel fuel bought from public petrol station.
Disregarding any of the refueling requirements paragraph #8.g, penalty: 1 (one) lap subtracted from result of the participant
- h. Race finish
 - i. When the scheduled time for the race has elapsed or the full race distance has been covered, the chequered flag will be shown to the car that is leading the overall classification when it crosses the finish line on the race track.
 - ii. When the chequered flag is shown, the pit exit will be closed.
 - iii. After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without stopping and without any assistance (except that of the marshals, if necessary). Team members must be available in the vicinity of the Parc Fermé in order to help the Scrutineers.
Penalty: Possible exclusion of any car that does not proceed to the Parc Fermé as soon as possible.
 - iv. At the end of the race, a car may not cross the finish line twice (or more times) after having been shown the chequered flag:
Penalty: at the Race Director discretion.
- i. Safety car
 - i. On the decision of the Race Director, the safety car may be brought into operation to:
 1. neutralize a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;
 2. start a race in exceptional conditions (e.g. poor weather);
 3. pace a rolling start;
 4. resume a suspended race;
 - ii. When the order is given to deploy the safety car, all marshal posts will display waved yellow flags and "SC" boards and/or the digital flags on the racetrack will display "SC" for the duration of the intervention.
 - iii. In case of neutralizing the race, the Safety Car with its illuminated orange lights may enter the track regardless of where the race leader is. All the competing cars must then form up in line behind the Safety Car no more than three car lengths apart and overtaking is forbidden unless the car is signaled by the Safety Car to do so or if any car slows with an obvious problem.
 - iv. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Race Director.
 - v. During the first 2 laps of the Safety Car, the pit entry will be CLOSED. Any car entering the pits during these first 2 laps shall be allowed to refuel for only 10

seconds and/or replace a (the) damaged tyre(s), on the condition that after the 2nd (second) lap, or as soon as the pit entry opens, the car comes back in again for a refueling and/or tire change. In this case the car may only cross the line on the track once before entering for a refueling and/or tire change. A car considered to be in a dangerous condition may come into the pits for repairs during the first 2 laps, only in case it is considered to be in a dangerous condition to continue on the racetrack by the Race Director and/or the Chief Scrutineer. If the leader pits during the first 2 laps, the next car in the results will be placed behind the safety car and so on as the cars decide to pit in the first 2 laps.

Penalty in case of a breach: deduction of 2 laps

- vi. In case of the major accidents on the start/finish straight, the Safety Car may also use a Pit Lane to process continuity of the Race. Restriction to enter Pits within the first 2 laps after Safety Car deployed as per paragraph #8.i.v still to apply. If the Safety Car is using the Pit Lane, any car that is in its working area cannot leave its position once the pit exit light turns red.
- vii. When Safety Car session is ending, with the decision of the Race Director, Safety Car will switch off the orange lights which will be a signal that the Safety Car will drive off the track by entering the Pit Lane at the end of this lap. At that point, the first car in line behind the Safety Car may lead the pace and, if necessary, fall more than three car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other maneuver which is likely to endanger other drivers or impede the restart.
- viii. Each lap completed while the Safety Car is deployed will be counted as a race lap.
- ix. If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the Pit Lane at the end of the last lap and the cars will take the chequered flag as normal without overtaking.
- j. Full Course Yellow (FCY)
 - i. Due to safety reasons the Race Director may declare a FCY period.
 - ii. Once under FCY, cars must slow down to 60 km/h and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY.
 - iii. Cars cannot exceed the average speed limit. This means it cannot drive faster than announced minimum lap time, which will be announced during briefing. Penalty in case of a breach: deduction of 2 laps
 - iv. Once all marshal posts will display a waved yellow flag and a board with the indication FCY (or the message is displayed on the monitors), all cars must immediately slow down however any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the Race Director. This will apply whether any such car is being driven on the track, the pit entry or the Pit Lane exit road.
 - v. The Pit Lane entry and exit remain open and cars are free to pit.
 - vi. Ending FCY phase will be done based on the decision of the Race Director via official communication channel between competitors and Race Control simultaneously by replacing the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions,

- regardless of the positions of the cars relative to one another and to the start/finish line.
- vii. An FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.
 - k. Suspension of the Race – Red flag
 - i. Should it become necessary to suspend the Race or any Qualifying practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the start/finish line. When the signal to suspend the race is given, overtaking is prohibited and all drivers, under strict orders of the marshals must drive their cars slowly to the red flag line (the location of which will be confirmed by the Race Director in the Drivers' Briefing), where they will be lined up in single file.
 - ii. The safety car will be placed in front of the cars lined up behind the red flag line.
 - iii. While the Race is suspended:
 - 1. Neither the race nor the timekeeping will be halted;
 - 2. Driving time during a red flag period will not be counted and the stewards will confirm the updated driving times before the restart of the race.
 - 3. If the circumstances so require, the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the Event provided for in Timetable of the Event
 - 4. Only officials are allowed on the grid;
 - 5. The drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves;
 - 6. Driver changes are prohibited;
 - 7. The drivers must obey the marshals' instructions at all times;
 - 8. As Parc Fermé rules apply to all the cars, no repairs are authorized in the pits;
 - 9. All interventions on the cars are prohibited on the grid and in the Pit Lane;
 - 10. The Race Director, for safety reasons, may decide to authorize a tire change from slicks to wet-weather tires. If this is the case, the tire change must be carried out between the 10 and 5 minute indications before the race resumes. At the 3 minute indication to resume the race, all cars must be resting on their wheels;
 - 11. Any car which, after the red flag signal, requires assistance to make it to the grid must then enter the Pit Lane and stay in its working area outside its Pit Box under Parc Fermé conditions.
 - iv. In case it will be decided by the Race Director, the resuming the Race will be held under/behind the Safety Car. The Competitors/Teams will be informed accordingly.

9. SERIES CLASSIFICATION, POINTS SCORING AND TITLE AWARDS

- a. During the events, the results of Free Practices, Qualifying and Race will be published on the official notice board which must be specified in the drivers briefing.
- b. Series classification and overall standings are published on the web page: www.batcc.eu

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- c. In order to be classified after the Race, the Competitor/Team must cover at least 50% of the distance (in terms of completed laps) covered by the competitor – the first-place holder in the overall classification. DNF (did not finished) status is determined to the Competitor/Team completed less than 50% (fifty percent) of the distance completed by the winner of the race.
- d. The official number of completed race distance will be counted as the percentage of the whole distance rounded to the whole number.
- e. For competitors having covered the same number of laps, the time at which they crossed the finish line will determine the order of the classification of the round.
- f. Every actually held round will count towards the BEC4H title by adding gained points in each round in accordance with the tables below:

PLACE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
POINTS	60	50	42	36	32	28	24	22	20	18	16	14	13	12

PLACE	15	16	17	18	19	20	21	22	23	24	25 +	DNS	DNF	DSQ
POINTS	11	10	9	8	7	6	5	4	3	2	1	0	0	0

- g. If the Race is suspended by the Race Director and it cannot be resumed, then no points will be awarded to the Competitors/Teams if the leader has completed less than two laps or 50% of points will be awarded to the Competitors/Teams if the leader has completed more than two laps but less than 75% of the original race time. In this case laps completed under the Safety Car or FCY will not count towards the fulfillment of the criteria.
- h. Full points will be awarded if the leader has completed at least 75% of the original race time.
- i. If two or more teams finish the season with the same number of points, the higher place in the BEC4H shall be awarded to:
 - i. The holder of the greatest number of first places;
 - ii. If the number of first places is the same, the holder of the greatest number of second places;
 - iii. If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges;
 - iv. If this procedure fails to produce a result, the Competitor/Team having achieved the better result (in terms of number of points) latest in the season will have the highest place for the BEC4H title;
- j. During the Events, the podium ceremony is mandatory for the top three Competitors/Teams in the overall classification and in each category. The competitors and drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in penalties at the discretion of the Race Director. The top three Competitors/Teams in the overall classification and in each category will be awarded with trophies – one trophy for each winner Team.
- k. BEC4H Champion title at the end of the season will be provided in case there are at least 3 (three) Competitors/Teams participating in both rounds throughout the season. If this regulation is not satisfied, the best team of particular BEC4H class will be titled as BEC4H Cup holder.
- l. At the end of the season there will be the following Competitor/Team title classification:
 - i. Overall
 - ii. TC1
 - iii. TC2
 - iv. TC3
 - v. Diesel

- vi. BMW 325 CUP
- vii. GT AM
- viii. GT PRO
- ix. Porsche GT3 CUP
- m. Maximum 4 drivers of each Competitor/Team will be awarded in gala ceremony. The list of drivers must be handed to the promoter during sporting checks in the last round or by email at least 1 (one) month before the final gala prize award ceremony.

10. ADVERTISING

- a. The layout of the compulsory advertising stickers on the racing cars which has to be fulfilled throughout the entire BEC4H racing season 2023 are described in Appendix 1 of the Regulations.
- b. In addition to the above, advertising stickers on the race cars prescribed by the promoter of BEC4H series and organizers of the specific rounds are compulsory to the Competitors/Teams. The layout of these advertising stickers during specific Event will be defined by the specific supplementary regulations of each BEC4H Round.
- c. The Competitor/Team must ensure that stickers provided by the promoter are placed on the car in the designated places before the Scrutineering and during all race weekend.
Disregarding any of the advertising requirements paragraph #10, penalty: fine in the amount of double standard entry fee of the specific round.

11. PENALTIES

- a. The Race Director or the Stewards, during the events may impose the penalties set out in the present regulations in addition to or instead of any other penalties available to them under the Code. If an incident is under investigation by the Race Director or the Stewards, the relevant Competitor/Team whose car is involved will be notified of the investigation within the shortest timeframe possible. Provided that such a message is displayed on the official messaging system or is received no later than 15 minutes after the race has finished, the driver or drivers concerned may not leave the circuit without the consent of Clerk of the Course or the Stewards
- b. Instructions, decision, notifications or communications 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.
- c. The special BaTCC rules – Regulations on Racing Discipline regarding determination of the penalty points (PP) will apply in BEC4H series.
- d. All the imposed fines shall be paid before the next race or appearance on the race track of the Competitor/Team, 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 track if the imposed fine has not been paid. The fines shall be imposed by a decision of the Race Director.

12. PROTESTS AND APPEALS

- a. Protests shall be prepared and submitted in accordance with Article 13 of the FIA International Sporting Code.
- b. Only Competitors or the participants (Teams), holding an appropriate license issued by the respective ASN, have the right to submit the protest.

- c. All protests must be submitted in the Secretariat of the event and addressed to the Stewards
- d. Protests must be submitted together with the protest deposit in the amount of EUR 200,- or together with the minimum protest deposit in the amount of EUR 1000,- when the protest is related to the inconformity of the car with the Technical regulations (Technical protest). In case of the Technical protest, the final amount of the deposit to be decided by the Stewards of the Event.
- e. Acceptance, legal ground and compliance of the protest to be decided by the Stewards of the event.
- f. If the protest is denied and expenditures for protest analysis exceed those defined in the Regulations, the protester must pay the difference.
- g. The Stewards may decide to handle protests against the results of the qualification and/or the race after the round.
- h. A Competitors have the right to submit an appeal in the Court of the Appeal of the respective country where the certain event is being held 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.
- i. Submitting the case for the appeal, it is the obligation of the respective ASN to organize the hearing and the decision making in the Court of the Appeal within two weeks from the day of the event.
- j. Right of review is provided in accordance with the Code.

13. TIRES

- a. BEC4H is the FREE TYRE racing series.

14. FINAL PROVISIONS

- a. Other conditions are to be defined by the specific Supplementary regulations or discussed during briefings of each Event.
- b. 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.

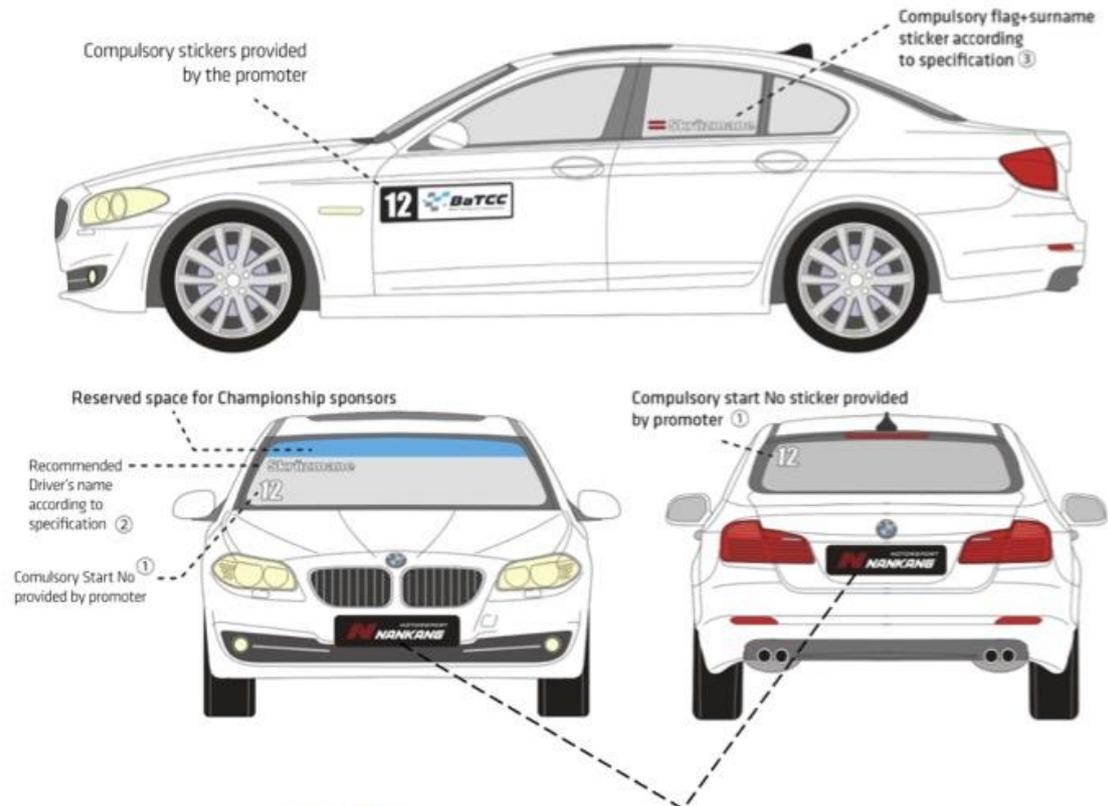
GOOD LUCK!

APPENDIX 1

Layout of the compulsory BEC4H advertising stickers



COMPULSORY STICKERS 2023 Baltic Touring Car Championship 2023 Nankang 2h Endurance Academy 2023



Specification No 1
Numbers

12

Font: **Impact**
Yellow #ffff33
200 mm

Compulsory stickers provided by promoter
For NeA, BMW 325 CUP, V1600 and BTC classes

Specification No 2
Surname

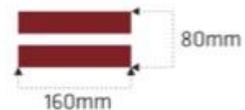
Skrūzmane

Font: **Arial Black**
White
Max width 600mm

Specification No 3
Surname and flag

Skrūzmane

Font: **Arial Black**
White
Max height 85mm



Autosporta klubs X Sports

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Email: info@batcc.eu