



LAF Racing Commission



LASF Racing Commission



EAL Racing Commission

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GENERAL SPORTING REGULATIONS
2025



NANKANG ENDURANCE ACADEMY
RACING SERIES

1. DEFINITIONS AND ABBREVIATIONS

NEA	Nankang Endurance Academy racing series
NEA2H	Nankang Endurance Academy two-hour race
ASN	National governing body of motorsports
FIA	International Automobile Federation
LAF	Latvian Automobile Federation as FIA member / Latvian ASN
DNF	Did Not Finish
DNS	Did Not Start
DSQ	Disqualified
Pit Lane	An asphalted part of the Track situated between the main straight of the Track and the Paddock, where speed limit to apply
Paddock	An asphalted area bordering the pit lane and the track venue structures where the competitors and their equipment is allocated
Sporting protest	A complaint submitted by a Competitor in writing concerning the behavior of another Competitor during the Competition
Technical protest	A complaint submitted by a Competitor in writing concerning the technical solution used by another Competitor
Burnout	Having the wheels of a stationary or slowly moving vehicle spin in a manner that damages the asphalt
Organizer personnel	Authorized personnel of the Organizer who have the right to issue orders on behalf of the Organizer
Competitor	The competitor is at least 18 year old person, licensed by LAF or another ASN, who, by entering a driver(s) and race car or team for a motorsport event, acts as a legal representative in respect the said motorsport event.
Officials	A competition officially nominated person who has the rights to inform or instruct the Competitors on the track during the race, prior to the race or following the race
Organizer	The person representing legal entity organizing the NEA competitions in accordance with these Regulations
Parc Fermé	Is a "closed park" in French, as a secure area at a motor racing circuit where the cars are kept at some times during a race meeting for the purpose to prevent unauthorized access to the cars, while allowing technical checks to take place.

2. GENERAL PRESCRIPTIONS

- 2.1. NEA 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 NEA series promoter.
- 2.2. NEA series will be organized as ASN Development Racing series taking into consideration guidelines of FIA International Sporting Code (further in the text – Code) and is handled by the promoters of NEA and its organizing committee under supervision of LAF as a governing ASN of the series.
- 2.3. NEA competitions (further on – Events) shall be organized in compliance with regulations below (including all bulletins, amendments and appendixes if any) and in the following order to avoid possible contradictions:
 - a. Supplementary Regulations of the certain Event
 - b. Sporting Regulations of the NEA
 - c. valid Technical Regulations of the NEA racing classes
 - d. LAF Sporting code
 - e. In case situations are not clearly specified by the regulations listed above, then FIA Code to apply
- 2.4. These are Sporting Regulations for NEA (further in the text – Regulations) which become valid as from the moment they are published on the official web-site: www.batcc.eu and on the official NEA series channel on Sportity App where possible changes, bulletins etc, may also be published.
- 2.5. Official notice board during the competition rounds of the NEA series is set to be the dedicated channel on the Sportity application. The details of the Official notice board, such as channel name and access password etc, must always be specified in the Supplementary regulations of the competition round. The Sportity App can be downloaded from Google Play or AppStore:

Download from AppStore: <https://apps.apple.com/ee/app/sportity/id1344934434>

Download from Google Play: <https://play.google.com/store/apps/details?id=com.sportity.app>
- 2.6. The official NEA series channel password on Sportity platform: **BATCC2025**
- 2.7. The official language of the series is English language.
- 2.8. Any relevant information such as clarified specific regulations or discussed situations during the Driver`s briefing of the Competition, become an integral part of the Supplementary Regulations of the Event as from the moment it is published on the Official notice board by means of Bulletin, Stewards decision or Driver`s briefing material etc whichever seems appropriate.
- 2.9. The Supplementary Regulations of events will be published not later than 30 calendar days before the race.
- 2.10. Each competitor must nominate its representative / team manager / entrant in writing at the time of entering the Event.
- 2.11. By entering the NEA series, all drivers, competitors and officials undertake, on behalf of themselves, their employees and/or agents, to observe and follow provisions of all relevant regulations including those listed in the paragraph #2.3. and in no circumstances will claim the organizers and/or promoters for any damages or harm to their property or health during NEA events.

3. CALENDAR 2024

	PLACE	DATE	RACE DISTANCE	ORGANIZER
Round 1	Kačergine, “Nemuno Žiedas”, Lithuania	May 3-4	2 hours	Autosporta klubs X sports www.batcc.eu
Round 2	Rīga, “Bikernieki”, Latvia	June 5-8	2 hours	Autosporta klubs X sports www.batcc.eu
Round 3	Parnu, “Porschering” Estonia	July 3-6	2 hours	Baltic Racing Series www.balticracingseries.eu
Round 4	Kačergine, “Nemuno Žiedas”, Lithuania	July 26-27	2 hours	Autosporta klubs X sports www.batcc.eu
Round 5	Rīga, “Bikernieki”, Latvia	August 28-31	2 hours	Baltic Racing Series www.balticracingseries.eu
Round 6	Poznan, “Tor Poznan” Poland	September 19-21	2 hours	TBN by WSMP

- 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 on the official BaTCC series channel on Sportity App as well as via email to all competitors that have applied for the season.

4. NEA PROMOTER, ORGANIZING COMMITTEE, REGISTRATION AND SEASON ENTRY FEE

4.1. NEA promoter:

Name: **Autosporta klubs X Sports**
 Adress: Stūriša iela 23-1, Rīga, LV-1006, Latvia
 Email: info@batcc.eu
 Tel.: +371 28644446
 Director: Andis Meilands

NEA promoter is also an organizer of the NEA2H competitions, however NEA promoter has the right to nominate other organizers of the competition or organize them in cooperation with a third party.

4.2. Organizing committee:

Representative from Latvian ASN	Andis Meilands
Representative from Latvian ASN	Janis Ducmanis
Representative from Estonian ASN	Mikk Maaten
Representative from Estonian ASN	Kuldar Sikk
Representative from Lithuanian ASN	Tomas Martinkus
Representative from Lithuanian ASN	Egidijus Janavicius

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

Chief Scrutineer of NEA: Egidijus Janavicius
 Contact details: +370 685 01303 (email: egidijus.janavicius@lasf.lt)

4.3. Registration for the NEA series entry for the season

- 4.3.1. In order to be eligible to score NEA points the Competitors/Teams, must enter NEA 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
- 4.3.2. The registration for the series is open on 1st of March 2025 and closes on 19th of September 2025.
- 4.3.3. Only Competitors/Team successfully registered for the NEA are legitimate to score points towards the Champion title of the series.

4.4. Entry fees and financial conditions

- 4.4.1. Season entry fee for NEA is set to be **€100,-** per Competitor/Team, payable to the promoter of the NEA series (See paragraph #4.1.).
- 4.4.2. Registration for the Competition must be done by filling online participation application, provided on the web-site of the certain NEA event organizer (See paragraph #3).
- 4.4.3. Entry fees for participation in NEA series Competitions must be paid to the Organizer of the event and are determined as follows:

	Standard Entry fee (no later than 14 days prior start of sporting checks)	Late Registration (no later than 2 days prior start of sporting checks)	Registration during Sporting checks
All classes in accordance with #6	EUR 450,00	EUR 500,00	EUR 550,00

All payments are with VAT (value added tax) excluded.

- 4.4.4. The Organizer has rights to invite special VIP Competitors and participants free of charge.
- 4.4.5. 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.

- 4.4.6. In the event that a Competitor is excluded from the certain competition by a decision of the Race Director and/or Stewards, the paid entry fees shall not be refunded

5. COMPETITORS

- 5.1. Competitors of NEA must be in possession of an appropriate valid ASN issued racing (relevant for each driver in the team) and competitor’s license(s), if available.
- 5.2. ASN licenses will be checked during sporting checks in every NEA Competition round.
- 5.3. All competitors, their personnel and drivers during the events must be covered by third party insurance policy. Drivers taking part in the event are not considered third parties with respect to one another.
- 5.4. the Competitor undertakes to ensure, that the drivers of the NEA racing team have an appropriate and valid health insurance policy which might be necessary in case of accident during Competition.
- 5.5. All necessary documentation, including ASN licenses, must be presented at all rounds while passing sporting checks.
- 5.6. For every NEA round, each team with one car must consist of maximum 2 drivers.
- 5.7. 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 award ceremony at the end of the season.
- 5.8. The Competitor is fully responsible for all the associated team members (including, but not limited to mechanics, relatives, friends, supporters etc) that are in any area of the track and ensures that all these persons will comply to these rules and general order.
- 5.9. All drivers, competitors and officials participating in the NEA, by submitting a participation application, undertake and warrant:
 - 5.9.1. 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;
 - 5.9.2. that the competing vehicle corresponds to the technical and safety conditions in accordance with the requirements of the respective class;
 - 5.9.3. that the Competitor shall be liable for the loss of or damage to the timing transponder. In the case of damage to or loss of a rented transponder, the Competitor shall compensate for the cost of the transponder - **€600** (VAT excluded);
 - 5.9.4. 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;
 - 5.9.5. in accordance with the conclusion of the doctor, the drivers are in good and appropriate health, thus allowed to do racing in NEA racing series;

6. ELIGIBLE CARS AND CLASSES

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

CLASS	GENERAL DESCRIPTION	REGULATIONS
BMW 325 CUP	Exclusively for cars BMW model E90 & E92	In accordance with the actual (including all Bulletins if any) BMW 325 CUP Technical Regulations 2025 published: https://batcc.eu/wp-content/uploads/2016/04/bmw325cup_2025-official.pdf
BMW Turbo CUP	Exclusively for cars BMW 330i (model code G20) series production cars.	In accordance with the actual (including all Bulletins if any) BMW Turbo CUP Technical Regulations 2025 published: https://batcc.eu/wp-content/uploads/2016/04/2025-bmw-turbo-technical-final.pdf

BTC1	Series production cars with naturally aspirated petrol engines and engine capacity up to 1600 cm ³ ; Minimum car weight determination to apply	In accordance with the actual (including all Bulletins if any) BaTCC 2025 Technical Regulations of the respective class. https://batcc.eu/wp-content/uploads/2016/04/btc_2025-official.pdf
BTC2	Series production cars with naturally aspirated petrol engines and engine capacity up to 2000 cm ³ ; Minimum car weight determination to apply	
BTC3	Series production cars with naturally aspirated petrol engines and engine capacity up to 3000 cm ³ . Series production cars with turbocharged diesel engines and geometrical engine capacity up to 2000 cm ³ Minimum car weight determination to apply	
BTC4	Series production cars with calculated engine capacity up to 4000 cm ³ . Factory built racing cars (example: CUP cars, TCR cars) with turbocharged petrol engines and calculated engine capacity more than 3000 cm ³ are prohibited; Minimum car weight determination to apply	

- 6.2. All kinds of sports cars may be registered for the NEA events provided they are in conformity with the valid Technical Regulations of the respective class whereas competitors must ensure that their racing cars comply with the conditions of eligibility and safety throughout NEA competition.
- 6.3. All racing cars participating in NEA competitions must be clean and without visible damage to the body at the moment of pre-race scrutineering. The Race Director has the right to detain the certain participant from the competition in case of violation
- 6.4. 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.
- 6.5. If the car has been changed after qualifying, the team must start the race from the last position on the grid.
- 6.6. The promoter, with the respective decision of the Organizing Committee, reserves the right to add any racing class during the season.
- 6.7. The promoter holds the right to merge class with higher class (for example if there are only one car in BTC3, it will be merged with BTC4) if there are less than 3 participants in the class for the first event of the year.
- 6.8. 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.
- 6.9. It is strictly recommended that the on-board view must also contain telemetric data of the car, such as speed, gear, brake and throttle indication, RPM and lap times.
- 6.10. 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

- 6.11. Only drivers and cars that have passed the administrative checks and scrutineering are authorized to take part in official Qualifying Practice sessions and Race.
- 6.12. In case of the violation of paragraph #6. rules the penalty is up to the discretion of the Race Director.

7. SCRUTINEERING AND PARC FERME

- 7.1. The presentation of a car for scrutineering will be deemed an implicit statement by the competitor of the conformity of the car.
- 7.2. 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.
- 7.3. 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).
- 7.4. After successfully passed pre-race technical scrutineering, the competitor must receive a permission (by means of a sticker or remark in the technical passport of the race car whichever seems reasonable and fits better for the scrutineers) to enter the track for the official practice, qualifying and race.
- 7.5. Pre-race technical scrutineering permission is a proof that the race car is safe and visually appropriate to enter the racetrack, however, race control, with the respective decision of Race Director, has the right to “black flag” a competitor, in case the race car becomes non-compliant with the technical regulations during the event, whereas the full conformity with the technical regulations of the NEA racing series can be carried only while after-race detailed technical scrutineering.
- 7.6. After-race detailed technical scrutineering and/or inspection of the vehicle will be organized based on the decision of the Chief Scrutineer or 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.
- 7.7. Scrutineers have the right to check the eligibility of a car or of a competitor at any time during an Event.
- 7.8. 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.
- 7.9. 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.
- 7.10. Parc Fermé is a restricted area for competitors thus placing the race cars, testing any scrutineering team tools or equipment is allowed only under supervision and permission of the Chief Scrutineer or his/her associates.
Violation penalty – 200 EUR.
- 7.11. During the NEA competitions, weighting of the race cars (initiated by the participant) using official scales of the event in Parc Fermé, is allowed only once per event and strictly in accordance with the paragraph #7. 10.
- 7.12. All available technical devices installed on the race cars (data loggers, onboard cameras etc) and the data sources thereof can be used by race control (Race Director and/or Stewards) to ensure better management of the competitions and making fair decisions by race control.
- 7.13. Data from onboard cameras and data loggers must be available to race control till the moment the final results are approved by Stewards and officially published on the official notice board especially designated folder – “Final Results”. In case Competitor is not able to provide such data, **violation penalty 200 EUR or race result may be annulled.**

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

- 8.1. Every NEA round consists of minimum two Qualifying practice sessions and the Race of 2 hours which includes the compulsory 5 minutes pit stop during the Race.

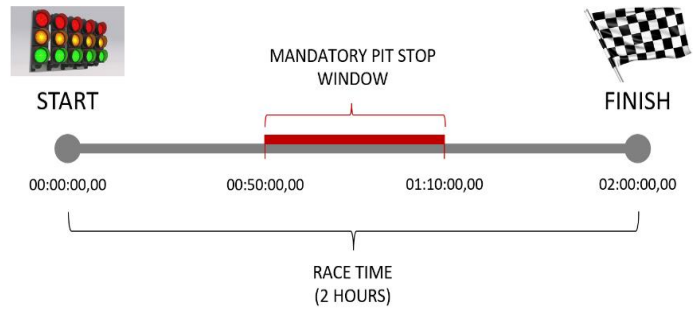
- 8.2. Whichever Competitor/Team, after 2 hours of racing, crosses the finish line first, will become the winner of the Race.
- 8.3. In case of multiple delays during the event, which might be caused by racing incidents or nature disasters (heavy rain, snow etc), due to safety observations and respecting available working hours of the racetracks, the Stewards have the right to stop the event at any time and participants have no right to protest this decision or claim any compensation from the organizer of the certain event whatsoever.
- 8.4. Qualifying practice
 - 8.4.1. Duration and number of Qualifying sessions will be held in accordance with the timetable of the Competition.
 - 8.4.2. Qualifying Practice No 1 must be driven by Driver A, Qualifying Practice No 2 by Driver B accordingly. The driver can be anyone of the drivers registered for the race. If the team has only one driver, it drives both Qualifying Practices as Driver A.
 - 8.4.3. Every driver of the team must drive at least one full lap in the official practice or qualifying sessions.
 - 8.4.4. 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);
 - 8.4.5. At the end of a practice and qualifying session, 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.
 - 8.4.6. Parc Fermé is compulsory for every NEA participant after Qualifying Practice sessions and the Race.
- 8.5. Formation of the starting grid
 - 8.5.1. Place on the starting grid will be determined by Qualifying Practice results. The grid will be determined by Qualifying Practice combined results (best lap time of Free Practice 1 and Free Practice 2).
 - 8.5.2. "Pole Position", reserved for the car that set the best time combined in Qualifying Practice sessions 1 and 2.
 - 8.5.3. If two or more crews set identical average times, priority is given to the one who set it first.
 - 8.5.4. 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.
 - 8.5.5. Cars which, for whatever reason, cannot take the start from the place reserved for them on the starting grid must inform the Race Director.
 - 8.5.6. 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.
- 8.6. Starting procedure in NEA is set to be – rolling start, given by means of lights.
 - 8.6.1. 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.
 - 8.6.2. 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.
 - 8.6.3. 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.
 - 8.6.4. 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.

- 8.6.5. 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.

8.7. Mandatory pit stop and Pit Lane

- 8.7.1. Five minute Pit stop is mandatory for all teams and must be executed between 50th and 70th minute of the Race time. Depending on the specific track infrastructure and technical capabilities, the mandatory pit stop of minimum 5 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 stop must always be announced during drivers briefing. It is allowed to refuel the car, change the driver or make repair works during the Pit stop.

- 8.7.2. During the mandatory pit stop it is allowed to refuel the car, change the driver or make repair works, however, driver change, any repairs or tire changing works are forbidden at the same time during the refueling of the race car.
- 8.7.3. The activities as per paragraph #8.7.2. can be executed only when the car is fully stationary. The safety belts must be fully secured till the car full stop.
- 8.7.4. 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.
- 8.7.5. Any equipment, tires or instruments cannot be kept on the Pit Lane before the car enters the team pit box area and cannot be left on the Pit Lane out of the team's pit box area bounds.
- 8.7.6. 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.
- 8.7.7. In case of the violation of paragraph #8.7. rules the penalty is up to the discretion of the Race Director.

8.8. Refueling

- 8.8.1. 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.
- 8.8.2. The mechanics who provide refueling during the Race must wear resistant overalls during the refueling, fire-resistant balaclavas, gloves, safety glasses. Helmets are recommended.
- 8.8.3. During the Race refueling, while mandatory Pit Stop, drivers must stay in the car. Driver changes and/or any repairs and/or tire changing works are forbidden during refueling.
- 8.8.4. 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.
- 8.8.5. The car must be fueled by only one tap and only men powered mechanical pump can be used during the refueling.
- 8.8.6. All cars during the competition must use only E-98 (or E/A-95) petrol or diesel fuel bought from public petrol station.
- 8.8.7. In case of the violation of paragraph #8.8. rules the penalty is up to the discretion of the Race Director.

8.9. Race finish

- 8.9.1. 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 general classification when it crosses the finish line on the race track.
- 8.9.2. When the chequered flag is shown, the pit exit will be closed.
- 8.9.3. 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.
- 8.9.4. At the end of the race, a car may not cross the finish line again after having been shown the chequered flag.
- 8.9.5. In case of the violation of paragraph #8.9. rules the penalty is up to the discretion of the Race Director
- 8.10. Safety car
- 8.10.1. On the decision of the Race Director, the safety car may be brought into operation to:
- neutralize a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;
 - start a race in exceptional conditions (e.g. poor weather);
 - pace a rolling start;
 - resume a suspended race;
- 8.10.2. 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.
- 8.10.3. 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.
- 8.10.4. 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.
- 8.10.5. During the first 2 laps of the Safety Car, the pit entry will be CLOSED. 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. In this case it is not considered as the execution of the mandatory PIT STOP. 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.
- Violation penalty: deduction of 2 laps**
- 8.10.6. 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.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 is red.
- 8.10.7. 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. Overtaking is allowed right after START signal is given, however, during Race Re-START procedure, cars can overtake only after Start/Finish line.
- 8.10.8. Each lap completed while the Safety Car is deployed will be counted as a race lap.
- 8.10.9. 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.
- 8.11. Full Course Yellow (FCY)



- 8.11.1. Due to safety reasons the Race Director may declare a FCY period.
- 8.11.2. 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.
- 8.11.3. Cars cannot exceed the average speed limit. This means it cannot drive faster than announced minimum lap time, which will be announced during briefing.



Violation penalty: deduction of 2 laps

- 8.11.4. 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.
 - 8.11.5. The Pit Lane entry and exit remain open and cars are free to pit.
 - 8.11.6. 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.
 - 8.11.7. An FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.
- 8.12. Suspension of the Race – Red flag
- 8.12.1. 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.
 - 8.12.2. The safety car will be placed in front of the cars lined up behind the red flag line.
 - 8.12.3. While the Race is suspended:
 - a. Neither the race nor the timekeeping will be halted;
 - b. 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.
 - c. 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
 - d. Only officials are allowed on the grid;
 - e. The drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves;
 - f. Driver changes are prohibited;
 - g. The drivers must obey the marshals' instructions at all times;
 - h. As Parc Fermé rules apply to all the cars, no repairs are authorized in the pits;
 - i. All interventions on the cars are prohibited on the grid and in the Pit Lane;
 - j. 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;
 - k. 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.
 - 8.12.4. In case of suspension of the Race (Red Flag), with an appropriate decision published on the official notice board, the Stewards may decide to shorten the Race distance or Race time if that requires safety considerations and/or internal regulations related to allowed working hours of the race track.



- 8.12.5. 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.
- 8.13. Blue flag
- 8.13.1. This flag will normally be waved, as an indication to a driver that he is about to be overtaken. It has different meanings during practice and the race.
- 8.13.2. At all times a stationary flag should be displayed to a driver leaving the pits if traffic is approaching on the track.
- 8.13.3. During practice a faster car is close behind you and is about to overtake you.
- 8.13.4. During the race the flag should normally be shown to a car about to be lapped, if the driver does not seem to be making full use of his rear-view mirrors. When shown, the driver concerned must allow the following car to pass at the earliest opportunity



9. PROTESTS AND APPEALS

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

SITUATIONS	DEPOSIT	TIME FRAME	PLACE TO SUBMIT	ADRESSED TO	COMMENTS
Protest of preliminary results	EUR 300,-	Within 30 minutes after published on the official notice board	To Race Director or its deputy and/or Stewards	Stewards of the competition	Awards ceremony is held based on the latest available version of the preliminary results.
Protest on any race director decision		Within 30 minutes after race leader finished the race			
Sporting protest against other competitor	Min 1000,- EUR. Deposit can be increased upon discretion of Stewards	Within 30 minutes after race leader finished the race and the subject cars are still in parc ferme	To Race Director or its deputy and/or Stewards and copy to LAF secretariat: www.laf.lv	Court of Appeal at LAF	Stewards have the right to prolong the protest submission time frame with the decision accordingly
Technical protest against other competitor		Intention to appeal must be submitted within 1 hour however the actual appeal must be submitted within 96 hours after published on the official notice board			
Appeal any Stewards decision during competition and prior awards ceremony	EUR 1500,-	Intention to appeal must be submitted within 1 hour however the actual appeal must be submitted within 96 hours after published on the official notice board	To Race Director or its deputy and/or Stewards and copy to LAF secretariat: www.laf.lv	Court of Appeal at LAF	No awards ceremony can be held in the certain class
Appeal any Stewards decision after competition					n/a

- 9.7. Final classification or official results published on the official notice board in no case can be a subject to a protest or appeal.
- 9.8. Acceptance, legal ground and compliance of the protest to be decided by the Stewards of the competition.
- 9.9. Deposit for the submission of protest or appeal must be paid in favor of LAF to the bank account of LAF or in cash at the Secretariat of the event. Bank details of LAF are as follows:

Beneficiary: Biedrība "Latvijas Automobiļu federācija"
 Bank: Swedbank
 Swift: HABALV22
 IBAN No: LV55HABA000140J032785
 Subject: Protest / Appeal handling fee + Competitor ID

- 9.10. If the protest is denied and expenditures for protest analysis exceed those defined in the Regulations, the protester must pay the difference.
- 9.11. The Stewards may decide to handle protests on the results of the qualification and/or the race also after the competition.
- 9.12. A competitor has the right to submit an appeal in the Court of the Appeal of LAF except in case the appeal is related to inconformity of the car with the Technical Regulations, whereas the Stewards shall hold appeal court at the event.
- 9.13. Submitting the case for the Court of Appeal, it is the obligation of the LAF to organize the hearing and the decision making in the Court of the Appeal within two weeks from the day of the event.

10. SERIES CLASSIFICATION, POINTS SCORING AND TITLE AWARDS

- 10.1. 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.
- 10.2. Series classification and overall standings are published on the web page: www.batcc.eu
- 10.3. 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.
- 10.4. The official number of completed race distance will be counted as the percentage of the whole distance rounded to the whole number.
- 10.5. 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.
- 10.6. Every actually held round will count towards the NEA 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

- 10.7. 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.
- 10.8. Full points will be awarded if the leader has completed at least 75% of the original race time.
- 10.9. If two or more teams finish the season with the same number of points, the higher place in the NEA shall be awarded to:
- 10.9.1. The holder of the greatest number of first places;
- 10.9.2. If the number of first places is the same, the holder of the greatest number of second places;
- 10.9.3. 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;
- 10.9.4. 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 NEA title;
- 10.10. 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.

- 10.11. NEA Champion title in the certain class at the end of the season will be provided in case there are at least 3 (three) Competitors/Teams participating in the certain class, in at least 2 (two) NEA rounds, throughout the season. If this regulation is not satisfied, the best team of particular NEA class will be titled as NEA Cup holder.
- 10.12. At the end of the season there will be the following Competitor/Team title classification:
- BTC1
 - BTC2
 - BTC3
 - BTC4
 - BMW 325 CUP
 - BMW Turbo CUP
- 10.13. Maximum 2 drivers of each Competitor/Team will be awarded in gala ceremony. The list of drivers must be handed to the promoter during sporting checks of NEA in the last round or by email at least 1 (one) month before the final gala prize award ceremony.

11. SAFETY PROVISIONS AND DISCIPLINE

- 11.1. 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.
- 11.2. 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.
- 11.3. 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.
- 11.4. 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.
- 11.5. 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.
- 11.6. 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:
- a. If the driver is unable to move his car from a dangerous position by himself, the marshals will assist the driver;
 - b. During the race, the driver must not benefit from that assistance to restart the engine;
 - c. 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.
- 11.7. 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.
- 11.8. 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.
- 11.9. Car lights must be switched on during all NEA sessions in all events.
- 11.10. In case if "Wet race" race is deployed, cars with slick tires are not allowed to enter the track.
- 11.11. In case of violation of paragraph #11. rules the penalty is up to the discretion of the Race Director.

12. TIRES

- 12.1. Official tire supplier of the NEA is Nankang model AR1. All participants of the NEA2H must use Nankang tires during all NEA2H Events, including, free practice, qualifying and the race itself.
- 12.2. Starting from the qualifying session, for all participants of the Championship, it is compulsory to use Nankang tires marked especially for the certain Event.

- 12.3. Each participant/team must make a Nankang tire preorder no later than 7 days before each NEA2H Event. The tyre order form can be found as Appendix 3 of these Regulations. Correctly filled form has to be sent to the dealer (as per information stated in the form) and copy to BaTCC team: info@batcc.eu
- 12.4. Tire cutting for Nankang tires is allowed.
- 12.5. The Nankang tires must be bought from the official dealer in Baltics – Juta Racing UAB (Lithuania). Tire purchase will also be available on the site of the event.
- 12.6. Contacts for tires:
- | | |
|----------------|--------------------------------------------------------------------------------|
| Name, surname: | Augustas Bieliauskas |
| Tel.: | +370 615 85623 |
| E-mail: | augustas.bieliauskas@juta.lt |

13. GENERAL SAFETY AND PENALTIES

- 13.1. For the purpose to increase safety during the races throughout the NEA competitions, Special Regulations on Racing Discipline (Appendix – 1) to apply.
- 13.2. 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 the Race Director or the Stewards
- 13.3. All the imposed fines shall be paid before the next race of the Competitor, but no later than within an hour of imposing the fine. The Organizer shall have the right to not permit a Competitor to enter a race if the imposed fine has not been paid. The fines shall be imposed by a decision of the Race Director.
- 13.4. During the NEA competitions, participants, team members, mechanics, relatives or friends must respect and must NOT ignore orders from Officials (including orders from the organizer`s of the event), in NO case can act aggressive (shouting, cursing and facing negative comments using swearwords) neither towards marshals of the competition or other participants. Actions described herewith will be treated as an unsportsmanlike conduct. Fine according to this paragraph is set to be EUR 500 (five hundred) and further participation in the competition under warning. In case of repeated infringement – exclusion from the competition and bringing the case to participant`s ASN with the request of disqualification from the NEA series.
- 13.5. During the NEA competitions only the registered participant is allowed to enter the track and race. Disregarding this, fine is set to be EUR 1000 (one thousand euro), exclusion from the competition and bringing the case to participant`s ASN with the request of disqualification from the NEA series and annulment of the license.
- 13.6. Overtaking during warm-up and formation laps during the event is not allowed. Violation penalty 200 EUR and return of the gained positions.
- 13.7. Driver`s briefing is compulsory to all participants of the competition and is held in accordance with the timetable of the event. In case of non-appearance at the Driver`s briefing, the participant is the subject to penalty 100 EUR as the fee for an individual briefing.
- 13.8. The organizer of the competition shall be immediately notified of any damage caused to the track by presenting a written explanation concerning the circumstances of the incident. Every person who causes damage shall be personally liable for the damage caused. Damage shall include, but is not limited to, damage to barriers, gates, asphalt, cables, piping, electrical systems, etc.
- 13.9. The maximum permitted speed of vehicles on the pit lane is 60 km/h. The penalties for exceeding the respective speed are as follows: in the first instance of exceeding the speed limit by 0-20 km/h, EUR 5,- for every 1 km/h in excess; when exceeding the speed by more than 20 km/h, EUR 20,- for every 1 km/h. In the case of repeated exceeding of the pit lane speed, the Competitor may be excluded from the Competition.
- 13.10. The Race Director may require any participant/driver or an official to undergo a medical and alcohol examination at any time during the Events. The alcohol concentration in the blood cannot exceed 0 ‰ (zero). Minimum penalty in case of violation of this paragraph – exclusion from the entire Competition, result annulment, EUR 1000,- and together with the report of Race Director case brought to the respective ASN, where additional penalties can be imposed.
- 13.11. For any infringement to the provisions of the FIA Code or of the present regulations concerning general discipline and safety, such as (but not limited to that) non-observance of flags, jumped start during the races, non-

observance of the imposed distances during the formation lap preceding a start, overtaking under the safety car etc., the penalties up to exclusion from the competition may be imposed at the discretion of the Race Director.

- 13.12. 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.

14. ORDER IN THE PADDOCK

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

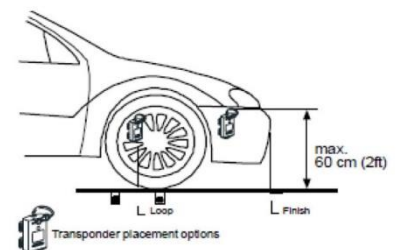
15. STARTING NUMBERS AND COMPULSORY ADVERTISING

- 15.1. Each NEA racing car must carry the unique starting number of the competitor throughout the whole season.
- 15.2. Starting numbers are competitors' responsibility. The participant can reserve a racing number in the season registration form, choosing number from 4 - 999.
- 15.3. Starting numbers used for the 2025 season are reserved to the competitors that used them in 2024 season.

- 15.4. All NEA series racing cars, while participating in the NEA series competitions must be prepared in accordance with the Appendix 2 – Mandatory stickers. However, the layout of the compulsory advertising stickers on the racing cars (if any), which must be provided by the organizer of the specific competition round, to be published as the separate bulletin not later than one week before the competition. Ignorance and violation penalty – in the amount of double entry fee.
- 15.5. A competitor must ensure that all stickers of the compulsory advertising are securely affixed on the vehicle before entering the track. Failing these requirements, track marshals are entitled to forbid entrance on the track. If the car has so particular shape that the stickers and/or advertising cannot be securely affixed, a competitor must obtain approval of the responsible person of the promoter of NEA series for a different layout of the advertising.
- 15.6. In case when field of activities of a team, a competitor or a sponsor of a competitor rivals with the field of activities of the sponsor of the Organizer that team and competitor must obtain written consent of the Organizer for placing the advertising in question. All sponsors of NEA will be listed on the official NEA web page (www.batcc.eu) and the promoter retains the right to refuse permission of a given advertising without indication of the reason.
- 15.7. Any distribution of advertising materials on the territory of the competition initiated by a Competitor shall only be permitted upon prior written agreement with Organizer of the event or Promoter.
- 15.8. Competitors, drivers and teams are entitled to interviews for TV or press during the season, as well as to use the car for their own advertising purposes.
- 15.9. By registering for competition, the Competitor grants the permission to the Organizer for being filmed, photographed and that the personal data by means of EU general data protection regulation might be processed for purposes of the Competition disclosure in the media or/and social networks.
- 15.10. Promoter is not responsible for the coverage content and quality of the events in mass media.
- 15.11. The Organizer shall, at its own discretion, have the right to use the audio-visual materials produced in the course of the competitions without paying any additional charges thereof to anyone and without receiving any specific approvals.
- 15.12. Competitors not wearing the mandatory advertisement stickers on the race cars or refusing to remove illegal ones (upon the order from the organizers of the event) and having not paid the fines specified in paragraph #15.4. may be excluded from the certain competition round.

16. TIMING DEVICES

- 16.1. The Competitors shall ensure that their competing vehicle is equipped with an official competition timing device – transponder, which must be in order and be able to ensure proper time fixation during the entire competition. The Competitors shall be liable for the rented transponders that are attached to the vehicles.
- 16.2. In the case of damage to or loss of a transponder, the Competitor shall compensate for the cost of the transponder (EUR 550,-).
- 16.3. The transponders shall be returned within 60 minutes as of the end of the race of the last Competitor.
- 16.4. Transponder fixing guideline is shown in the picture herewith.
- 16.5. Upon discretion of the organizer of the competition, for the provision of the rented transponders to the Competitors, safety deposit payment may apply. In this case this must be stated in the supplementary regulations of the certain competition.
- 16.6. The Competitors are also allowed to equip the competing car with X2 Transponder Car Direct Power device, which can be bought or rented. More information available: +370 (620) 70 723 or info@timingteam.lt.



17. FINAL PROVISIONS

- 17.1. Other relevant conditions must be defined by the specific Supplementary regulations or discussed during briefings of each Event.
- 17.2. Situations, which are not clearly described in these Regulations, will be investigated by the Race Director and the Stewards jury taking into consideration all relevant similar regulations and/or best practices worldwide. Any decisions made with this respect cannot be a subject for the protest.
- 17.3. The series promoter together with the Organizing committee reserves the right to make any changes to the Regulations for reasons of force majeure, safety or prospective legislation.

- 17.4. The NEA events and parts thereof, including Regulations, are property of the promoter of the series therefore usage of it without written confirmation by the promoter is strictly prohibited and any such actions establishes liability for a civil action and may give rise to criminal prosecution in accordance with the legislation of the Republic of Latvia.
- 17.5. Any damage caused to the venue of the NEA competition and are caused by the action, or inaction, of the participant must be reimbursed in full to the organizer of NEA. Disputes regarding the damage caused to the venue of the NEA competition will be dealt with first by mutual negotiations. If the Organizer of the NEA competition and the participant cannot reach an agreement within 30 (thirty) days, the dispute shall be referred to the court in accordance with the procedures specified in the laws of the Republic of Latvia.

APPENDIX 1 – Special Regulations on Racing Discipline

These Special Regulations have been worked out with the purpose to improve the safety and discipline of the participants during the races of NEA2H events.

These Special Regulations have been developed and approved by all three ASNs of the Baltic States, thus become relevant and are binding to all participants of the NEA competition series.

1. Race Director and/or Stewards jury of the event have the right to make decisions and to award participants with PP (Penalty Points) in accordance with the conditions of these regulations as per paragraph #5, #6 and #7, taking into consideration nature and seriousness of the racing incidents.
2. When accidents happen on the track during the event, involved participants are obliged either to report the said incident to the Race Director not later than 15 minutes after the session (registration of the incident must be done in the secretariat of the Event) or place the protest in accordance with the time frame set in the paragraph #9 of the Regulations.
3. While placing the sporting protest or reporting the incident to the Race Director, the video material with the exact file name and time of the subject of the protest must also be added to the protest. In case of not providing the proper video material, the placed protest can be rejected without further action from the race control and **the penalty 200,00 (two hundred) EUR** might be imposed by Race Director.
4. In case of money penalty, the Entry Fee Unit (EFU) to be applied. One EFU equals one standard Entry Fee amount in the certain class
5. Cutting track and running out of the track limits
In case of the breach under this paragraph can be a subject to a penalty, including PP according to conditions hereof. Incidents will be treated as a breach under this paragraph only when combined two breach criteria are met at once:

a) Criteria No 1 – position of the car
Within track limits – **Acceptable, no breach**



Two wheels remain within the track limits

Out of track limits – **Not acceptable, breach of regulations**



All four wheels are beyond white line

OR

Fair racing – **Acceptable, no breach**



Two wheels on the apex curbs

Cutting track – **Not acceptable, breach of regulations**



Two wheels beyond the apex curbs



- b) Criteria No 2 – breach as a gained advantage any of the listed below:
- gained time or
 - gained distance or
 - gained position or
 - caused light damage to the opponent`s car.

Only when both criteria (No 1 and No 2) are met at once, the incident will be treated as the breach of the Special Regulations under this paragraph and further penalty table will be applied.

Number of breaches during the certain BaTCC round	FP & Q sessions	Races
Breach of regulations 1 st time	Lap time annulled	Warning
Breach of regulations 2 nd time	Lap time annulled	Warning
Breach of regulations 3 rd time	Lap time annulled	Warning
Breach of regulations 4 th time	Lap time annulled + 1 PP	+10 seconds
Breach of regulations 5 th time	Lap time annulled + 2 PP	+20 seconds and + 100 EUR
Breach of regulations 6 th time	Lap time annulled + 3 PP	+30 seconds and + 200 EUR
Breach of regulations 7 th time (<i>and so on</i>)	Same as above + 1 PP	Results annulled and + 300 EUR

In case regulation breaches are determined by judges of the fact, the decisions by Race Director on the imposed penalty cannot be a subject for the protest.

6. Causing collision

Nature and seriousness of the incident		Accidentally	Thoughtless action	Unsportsmanlike conduct or repeated actions
5.1.	Light damage to opponent car and no advantage gained	Warning No PP	Warning 1 PP	+10 seconds 3 PP
5.2.	Light damage to opponent car and gaining position	Warning & return position No PP	Warning & return position 1 PP	+20 seconds and/or return position 3 PP
5.3.	Minor damage to opponent's car but no advantage gained.	Warning No PP	Grid penalty 1 PP	Grid penalty 4 PP
5.4.	Minor damage to opponent's car and gaining an advantage	Warning & return position No PP	Grid penalty & return position 1 PP	+20 seconds and/or return position 4 PP
5.5.	Significant damage to opponent's car but no advantage gained. Guilty car also DNF.	Warning No PP	Grid penalty 2 PP	Result annulled & 3 (three) EFU & Grid penalty & Report to ASN 5 PP
5.6.	Significant damage to opponent's car and gaining an advantage	+10 seconds & Grid penalty 1 PP	+20 seconds & Grid penalty & 2 (two) EFU 2 PP	Result annulled & 3 (three) EFU & Grid penalty & Report to ASN 5 PP
5.7.	Total damage to opponent's car but no advantage gained. Guilty car also DNF or total damage	Warning No PP	Grid penalty & 2 (two) EFU 3 PP	Result annulled & 5 (five) EFU & Grid penalty & Report to ASN 8 PP
5.8.	Total damage to opponent's car and gaining an advantage	+20 seconds & Grid penalty 2 PP	+20 seconds & Grid penalty & 3 (three) EFU 5 PP	Result annulled & 5 (five) EFU & Grid penalty & Report to ASN 8 PP

7. Ignoring flags and marshals orders

Nature and seriousness of the incident		Accidentally	Unsportsmanlike conduct or repeated actions
6.1.	Overtaking under yellow flag zone with returned gained position(s)	Warning No PP	1 Lap penalty 2 PP
6.2.	Overtaking under yellow flag zone without returned gained position(s)	Drive Through penalty 1 PP	2 Lap penalty 3 PP
6.3.	Gaining distance advantage under yellow flag and/or FCY zone	+5 seconds & gained time 1 PP	+5 seconds & gained time 3 PP
6.4.	Ignoring blue flag	Warning No PP	+10 seconds 2 PP
6.5.	Ignoring technical flag	Warning 1 PP	Result annulled 3 PP
6.6.	Ignoring: black flag black and white chequered flag Red flag	Results annulled 1 PP	Result annulled & 3 (three) EFU & Grid penalty & Report to ASN 5 PP

Definitions:

“Light damage”

Repairable damage to the car which continues to race.

“Minor damage”

Repairable damage within the weekend, in spite DNF for race No 1, the car is ready for race No 2.

“Significant damage”

Repairable damage to the car but DNF for the weekend due to the damage.

“Total damage”

Unrepairable damage to the car.

“Result annulled”

Annulment of the results in the specific race heat only.

“Grid penalty”





Penalty at the discretion of the Race Director with execution in the next following race the participant is taking part.

8. In case collisions Chief scrutineer must determine the category of the involved cars either they have a light, minor, significant or total damage.
9. Money penalties (if any) in accordance with the paragraph #5 to be forwarded to victim participant(s) for the purpose to cover financial losses.
10. PP are awarded to the specific driver/participant not to the team or competitor in general.
11. Validity of the PP are set to be 12 calendar month from the day they have been imposed.
12. Maximum active PP each and every driver is allowed to carry is 10 PP.
13. Reaching the maximum allowed Penalty Points, the team is obliged to miss the following NEA2H event and 4 PP (counting from the oldest) to be deducted.
14. Considering that the racing incidents may be investigated also after the races / events, the penalties in accordance with these Special Regulations may also be imposed after the competitions. In these cases, it is acknowledged that the prize giving ceremony at the end of the events will be held based on the provisional results.
15. The organizing committee of NEA racing series have the right to add or to clarify these Special Regulations during the racing season. Any changes in these Regulations will become legitimate from the moment they are published on the web page: www.batcc.eu

APPENDIX 2 – Layout of the compulsory NEA advertising stickers

MANDATORY STICKERS SPECIFICATION

Binding for: **NEA**

DESCRIPTION	SPECIFICATION	COMMENTS
1 Reserved space for event organizers / NEA series promoter	N/A	Provided by event organizer / NEA series promoter
2 Starting number (Font: INTRO / max height 200 mm)		Responsibility of the participant, upon request, can be provided by event organizer / NEA series promoter for additional charge
3 General sponsor of NEA series		Provided by event organizer / NEA series promoter.
4 Starting number with BaTCC logo		Provided by event organizer / NEA series promoter
5 Starting number (Font: INTRO / max height 160 mm)		Responsibility of the participant, upon request, can be provided by event organizer / NEA series promoter for additional charge



APPENDIX 3 – Tire ordering form

Prior to participation in any NEA2H event, TYRE ORDER FORM must be submitted. A prompt response will ensure the provision of correct tyres for participant in race.

Team Name:		
Event Name (or date):		
Contact person:		
Contact Details (email / mobile / country):		
Team (invoice details) Payment can be made either by bank transfer or on site of the Event	Invoice Name:	
	Address:	
	Postal Code / City:	
	Country:	
	VAT Number:	
Car:		
Class:		
Front Wheel Size (width and diameter):		
Rear Wheel Size (width and diameter):		
Front Tyre Size:		
Rear Tyre Size:		
Slick tyres: number of Sets you want to order:	sets	tyres
Rain tyres: number of Sets you want to order:	sets	tyres
<input type="checkbox"/> I do NOT order an extra set of rain tyres and accept to have only 1 set of rain tyres available in the Event.		

Signature for confirmation of the above information: _____

Completed form has to be sent to:

Augustas Bieliauskas	Tel: +37061585623	E-mail: augustas.bieliauskas@juta.lt
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