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## KARTING RACE „BALTIC CUP 2013“ REGULATION

**Article 1 – Organisation**

- 1.1 BALTIC CUP consists of 6 events: 2 in Lithuania, 2 in Latvia and 2 in Estonia.
- 1.2 The following documentation as a guide for organisation is obligatory:
- International CIK-FIA Code and General Prescriptions;
  - Present regulations;
  - And supplementary regulations for every event;
- 1.3 Races are to be held only on certified ASN tracks with a valid track license.
- 1.4 ASN is entitled to pay 350 EUR prize fund fee to the organiser of the last event or prize giving ceremony.
- 1.5 Every ASN can delegate Race Commissar and Technical Commissar to every event of the race.

**Article 2 – Date and place of stages**

17.05 – 18.05	1 event	Kandava, Latvia
31.05 – 02.06	2 – 3 event	Smalininka, Lithuania
28.06 – 29.06	4 event	Ropaži 333, Latvia
16.08 – 18.08	5 – 6 event	Tabasalu, Estonia

**Article 3 – General conditions**

- 3.1 Every driver must possess a valid License of driver.
- 3.2 Competition is open for drivers from all countries.
- 3.3 Drivers are allowed to take part in several classes of the race. Driver starting in several classes pays starting fee for every class.
- 3.4 Available classes:

Class	Weight
Micro 85	95 kg
Micro 60	100 kg
Micromax	105 kg
Raket	110 kg
Mini 60	115 kg
Mini Max	135 kg
Rotax Junior	145 kg
Rotax Max	165 kg
Rotax DD2	173 kg
Rotax DD2 Masters	180 kg
KZ2	175 kg

- 3.5 All participants of the race are obligated to follow all the documentation rules indicated in Article 1.2.
- 3.6 Competitors, drivers, mechanics and guests are obligated to wear well-seen identification cards or wristlets during the entire duration of the race.
- 3.7 Start numbers are given in favour of local drivers of the country where the event is held. Other drivers can choose from the remaining free numbers during preregistration or registration to the event.

## 3.8 Other information:

Class	Start numbers	Tyre
Micro, Micro 60, Micromax	Red background white numbers	Slick: Vega LL 99 (4,5 / 6,0 ) Rain: Vega W2 (4,2 / 6,0 )
Raket, Mini 60	Green background white numbers	Slick: Vega LL 99 (4,5 / 6,0 ) Rain: Vega W2 (4,2 / 6,0 )
Mini Max	Blue background white numbers	Slick: Vega LL 99 (4,5 / 6,0 ) Rain: Vega W2 (4,5 / 6,0 )
Rotax Junior	Yellow background black numbers	Slick: MOJO D1 Rain: MOJO W2
Rotax Max	Yellow background black numbers	Slick: MOJO D2 Rain: MOJO W2
Rotax DD2	Yellow background black numbers	Slick: MOJO D3 Rain: MOJO W2
Rotax DD2 Masters	Yellow background black numbers	Slick: MOJO D3 Rain: MOJO W2
KZ2	Yellow background black numbers	Slick: Vega XM (4,5 / 7,1) Rain: Vega W5 (4,2 / 6,0)

**Article 4 – Special conditions and equipment**

4.1 Karts must comply with the applicable rules and technical requirements for the class all along the line. The below mentioned equipment must be presented for inspection by every driver and it must be checked, marked and sealed in a way that allows identification at any time during the race.

4.2 Quantity of gear permissible for the competition in all classes (qualifications and race): engines – 2 units (main and additional), chassis – 1 unit. Chassis is to be changed only in case of complete ruin and after Technical Commissar confirms it as unfit for further race. The ruined chassis is left with the Technical Commissar until the end of race. Both of the engines and the chassis must be marked after the technical check.

4.3 Participants of Micro, Micro 60, Raket, Mini 60, Rotax Micromax, Mini Max and KZ2 classes are entitled to use minimum one set of new and marked VEGA SLICK tyres. Tyres can be stored at the supplier of the respective country after each event until the next event when the supplier shall return the tyres to the participants before the race. Otherwise participants must purchase a new set of marked SLICK tyres.

4.4 All other Rotax classes get separate distribution of MOJO tyres in accordance with technical requirements for Rotax classes.

4.5 Drivers are allowed to use only the marked set of tyres for qualifications and race. One of slick or rain tyres can be changed during race only in case of complete ruin and after Technical Commissar determines the tyre to be unfit for further usage. Marked tyres are allowed during official practice on race day.

4.6 All drivers of Micro, Micro 60, Raket, Mini 60, Rotax Micromax, Mini Max and KZ2 classes must use only the marked set of rain tyres VEGA W2 (4,2 /6,0). It is not mandatory to purchase rain tyres from the organiser (supplier) of the event. Rain tyres will be marked from the moment the driver starts using them during the event and can be stored in parc ferme until the end of the race. After race it is possible to get the rain tyres back with the possibility to use them in the next race. In class KZ2 events that are held in LAT and EST it is allowed to use rain tyres by the maker of free choice.

4.7 Starting the engine in parc ferme is forbidden without permission from the Director of the Competition. Engine can be started at the paddock.

**Article 5 – Registration of participants and technical testing**

- 5.1 All participants (Competitors) or their official representatives and drivers must participate in registration and technical testing at the specified time and place.
- 5.2 During registration, competitors (representatives) must provide application form and competitor's license, driver's license.
- 5.3 Drivers are forbidden to use any preparations and methods described in Anti-doping Convention and the Supplements. Testing can be performed for the usage of forbidden preparations.
- 5.4 During the entire event the drivers are obligated to use:
- 5.4.1 **Helmet with valid homologation.** For drivers under 15 years of age it is advisable to use Snell-FIA CMS2007 Snell-FIA CMR2007 helmets but it is not compulsory
- 5.4.2 For drivers over 15 years of age: Snell Foundation K98; SA 2000; K2005; SA2005; K2010 and SA 2010 (USA) and SAH2010 (USA)
- British Standard Institution A-type and A/FR type BS6658-85
  - FIA 8860-2004 and FIA 8860-210 (FRA)
  - SFI Foundation INC., Spec. SFI 31.1A and 31.2A (USA)
  - Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)
- 5.4.3 Overalls with homologation (can be with expired homologation term, but not older than 5 years).
- 5.4.4 Racing gloves and boots, covering of the ankles is compulsory.
- 5.5 Usage of neck and rib protectors is advisable but not compulsory.
- 5.6 Start numbers and advertising labels must be attached on the Kart before the scrutineering.
- 5.7 Nobody besides a registered driver can drive the Kart on the track even if the Kart is his/her property.

**Article 6 – Qualifications**

- 6.1 All the drives after technical testing are able to race in qualification. The 5 – 6. event will be held in Estonia. Qualification of the 5 event is scheduled for Friday after the official practice sessions and qualification of the 6 event is scheduled for Sunday morning after warm/up practice sessions.
- 6.2 After the run, driver must drive straight to Parc Ferme, otherwise his result will be annulled.
- 6.3 After the driver crosses the start line, any help from outside is prohibited except that of the organiser or marshalls because Parc Ferme is reached.
- 6.4 During qualifications of every class, Karts will get transponders and a 10 min. run on the track. The best lap will be registered.

**Article 7 – Admissible age of drivers:**

Micro, Micro 60, Micromax	<b>From 6 to 10</b> (he/she has to be at least 6 years old and he/she must have his/her 11th birthday after 31.12.2013)
Raket, Mini 60	<b>From 8 to 14</b> (he/she must reach the age of 8 before 31.12.2013 and he/she must have his/her 15th birthday after 31.12.2013)
Mini Max	<b>From 10 to 14</b> (he/she must reach the age of 11 before 31.12.2013 and he/she must have his/her 15th birthday after 31.12.2013)
Rotax Junior	<b>From 13 to 16</b> (he/she must reach the age of 13 before 31.12.2013 and he/she must have his/her 17th birthday after 31.12.2013)
Rotax Max	<b>From 15</b> (he/she must reach the age of 15 before 31.12.2013)
Rotax DD2	<b>From 15</b> (he/she must reach the age of 15 before 31.12.2013)
Rotax DD2 Masters	<b>From 32</b> (he/she must reach the age of 32 before 31.12.2013)

KZ2	<b>From 15</b> (he/she must reach the age of 15 before 31.12.2013)
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Note1: A younger driver is admissible for the race only after receipt of permission from ASN and if he/she is younger than the minimum age limit by 1 year or less.

In Rotax Masters class it is allowed to drive with a special permit as of the age of 27, if you are a driver, who can be considered a hobby driver. Special permit shall be given by the representative of the Baltic States of Rotax and the organisers of the race based on a collective proposition by the Latvian and Lithuanian dealers of Rotax.

### Article 8 – Fuel

8.1 All classes must use fuel mark 95 or 98 and only the declared mixture of oil for two-stroke engines. On the application, the competitor must indicate the oil he/she uses and the ratio of oil and fuel mixture.

8.2 During the race, ASN can request performance of fuel checks. Any infringement of such requirement results in elimination from the race.

8.3 Compulsory distribution of fuel and oil can be indicated in supplementary regulations.

### Article 9 – Course of race

9.1 Timetable of the day before the race in accordance with supplementary regulations.

9.2 Race day:

Registration – Technical testing – Official practice – Briefing – Qualifications – Race opening – Semifinals and final races – Announcement of results – Awards and Close of race.

9.3 Starting types and minimal lengths of the final run:

Class	km	Starting type
Micro, Micro 60, Micromax	9	rolling
Raket, Mini 60	12	rolling
Mini Max	12	rolling
Rotax Junior	15	rolling
Rotax Max	17	rolling
Rotax DD2	17	rolling
Rotax DD2 Masters	17	rolling
KZ2	17	standing

Length of the semifinal run comprises 2/3 of the length of the final.

### Article 10 – Supplementary regulations

10.1 Regulations are issued in English and must be translated into other languages (Latvian, Estonian or Lithuanian). In case of disputes regarding the translation, only text in English is considered official and authentic text.

10.2 If any misunderstandings occur regarding the rules or interpretation of other instructions related to the race, Race Commissar has the final decision during the competition, if the right to appeal is not used.

10.3 Off the competition, only all the ASN together have the right to solve any issues related to the application and interpretation of the current rules.

10.4 In case of violations of the rules or instructions, the officials will have the right to penalise in accordance with International Sports Code of CIK-FIA and General Prescriptions.

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**Article 11 – Penalties**

11.1 The following penalties are allowed: warning, time penalty, loss of starting position, fine and elimination from the race or disqualification.

11.2 Race Commissar shall give a warning (written) or can fine at once and transfer his decision to ASN proposing a disqualification of the drivers, mechanics and competitors (or their official representatives) for their participation and presence at the place of race while being intoxicated (more than 0,0 pro milles of blood alcohol content), if participants are identified as using psychotropic, narcotic or other psyche enforcing substances or for any other violations. During race, Race Commissar or doctor can request a medical check in case of suspicion of insobriety, usage of narcotic, psyche enforcing and other psyche influencing substances. Noncompliance with the check is considered to be acknowledgement of intoxication and usage of narcotic, psyche enforcing or other psyche influencing substances and the strictest sanctions shall apply in such case.

11.3 In case of any violations, marshals are allowed to apply penalties as indicated in International Sporting Code of CIK-FIA or General Prescriptions.

11.4 All penalties are paid to ASN at once after their receipt. If the fine is not paid – participant loses his/her right to compete in this and the next race until the payment is made.

11.5 Competitor is responsible for the payment of monetary fines for the team and all related members.

**Article 12 – Protests and appeals**

12.1 the competitor himself can make a protest. Protests and appeals can be submitted in accordance with the rules of local ASN (EST, LAT or LIT) where the particular race stage is held. **Article 13 – Compulsory conditions of protocol**

13.1 Program sheet covers for additional ruling and competitions, official surveys of results and announcements are drawn in the following order: with the title of BALTIC CUP, ASN logo and organiser's logo with title on the same side.

13.2 Lists of participants and official surveys of results must indicate driver's first name, surname, number of the driver's license together with the Competitor and his license number and name of the country.

**Article 14 – Advertising**

14.1 In case of any advertisement, it should not violate any laws or be offensive and it should comply with the moral and ethical norms.

14.2 Organiser can appoint places for advertisements of sponsors in supplementary regulations.

**Article 15 – Class classifications and result calculation**

15.1 Drivers are classified in the race during the semifinals and finals.

15.2 All competition results shall be considered preliminary until confirmed by ASN.

15.3 2013 Baltic champion dignity is an award for the class winner if the average number of participants was 7 or more during all rounds.

15.4 2013 Baltic winner dignity is an award for the class winner if the average number of participants was 6 or less during all rounds.

**Article 16 – Calculation of personal results ( excluding Rotax classes )**

16.1 First 12 classified racers of every run, who have driven at least 75 percent of the race distance, get points in accordance with the place they achieved:

Semifinal:

1 <sup>st</sup> place – 15	7 <sup>th</sup> place – 6
2 <sup>nd</sup> place – 12	8 <sup>th</sup> place – 5
3 <sup>rd</sup> place – 10	9 <sup>th</sup> place – 4
4 <sup>th</sup> place – 9	10 <sup>th</sup> place – 3
5 <sup>th</sup> place – 8	11 <sup>th</sup> place – 2
6 <sup>th</sup> place – 7	12 <sup>th</sup> place – 1

**Final:**

1 <sup>st</sup> place – 30	7 <sup>th</sup> place – 12
2 <sup>nd</sup> place – 24	8 <sup>th</sup> place – 10
3 <sup>rd</sup> place – 20	9 <sup>th</sup> place – 8
4 <sup>th</sup> place – 18	10 <sup>th</sup> place – 6
5 <sup>th</sup> place – 16	11 <sup>th</sup> place – 4
6 <sup>th</sup> place – 14	12 <sup>th</sup> place – 2

16.2 Winner of the stage shall be the driver with most points in the final run.

16.3 In the final personal course of competition, class champion (winner) shall be the racer with most points by summing up 6 best results of semifinal and 6 best results of final races (on same events), but disqualified or annulled results of the driver will not be eliminated for any violations of requirements or other infringements.

16.4 If points divide equally, the champion (winner) will be decided based on the most first places (or higher places) in the final run, but if the winner cannot be decided – the most first places (or higher places) in semifinals will be taken into account.

16.5 Calculation of personal results in ROTAX CLASSES – according to the points table of Rotax Sporting Regulations 2013.

16.6 If there are 8 or less competitors in a specific race class, this class will be joined with another race class. The decision is made at each event by the clerk of the course and jury of the competition.

**Article 17 – Calculation of results by country**

17.1 In the calculation of results by country, personal results of 8 best drivers in the final standings of Baltic cup in 9 different classes are summed by drivers` country of origin.

1. Micro, Micro 60, Micromax - **joint calculation**
2. Raket
3. Mini 60
4. Rotax Minima
5. Rotax Junior
6. Rotax Max
7. Rotax DD2
8. Rotax DD2 Masters
9. KZ2

17.2 Result of the final course of competition shall be drawn by summing up points of countries according to the results in the final table of Baltic Cup.

17.3 If one Baltic State does not have a competitor in the announced race class, this race class is not included in the team calculation at this particular event.

17.4 In the Micro, Micro 60 and Rotax Micromax race classes it is allowed to make changes in the competition weight for the Rotax Micromax class by reason of that a 125 cm3 engine is used against the competing 60 cm3 and

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85 cm<sup>3</sup> engines. The decision is made by the director and jury of the competition before the races of the 1. event. The jury shall include a representative from each Baltic State at each stage.

**Article 18 – Participation fee and pre-registration**

18.1. Participation fee for each driver – 65 EUR

18.2. Pre- registration will be closed 10 days before the event. Registration after that - plus 20 EUR

**Article 19 – Awarding and their procedures**

19.1. After each event the first three places in all classes are awarded Organiser's Cups. Additional prizes from organisers or sponsors can be given.

19.2. During the award ceremony of Baltic Cup or in the last stage, champions and winners of second and third places are awarded with cups.