

Baltic Touring Car Championship 2012

Baltic Open Regulations

1.GENERAL

The CHAMPIONSHIP in Baltic Open class is the competition for drivers by BaTCC (Baltic Touring Car Championship) series.

The organizers of series are the ASN (his Racing Committee) of BaTCC leader-country and BaTCC Board.

The Championship is open for EU and NEZ ASN` license holders.

2.REGULATIONS

This Championship is subject to the following regulations:

- FIA International Sporting Code
- BaTCC Sporting regulations for 2012
- Legal regulations of the ASN, where will be provided the event of series
- Legal documents of BaTCC Board
- Supplementary regulations of event
- These regulations for Baltic Open class.

3.CALENDAR OF EVENTS

Riga 05.-06.05.2012

Kaunas 02.-03.06.2012

Pärnu 28.-29.07.2012

Kaunas 22.-23.09.2012

4. EVENT

4.1. Number and duration of practices will be regulated with Supplementary Regulations of each event.

4.2. Qualification. The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each car during qualifying session. The starting grid for Race 2 will be determined by fastest lap in Race 1.

4.3. Duration of one race. Two starts by 25...30 minutes + 1 lap. The distance can be appointed also with number of laps, which spent by theoretically same time. Result will be given also to driver how stay in time of finish in pit-line area.

4.4. Start. For start will be used the rolling start according to the FIA regulations. The 1`st position will be in same side of track, where is the Pole Position- place by standing start.

5. SCORING, CHAMPION

5.1. The overall winner of race is the driver, how will finish more full laps in determined time. For scoring the driver must come trough min 75% for distance of winner in his class. In class with 1 driver, must this driver come trough min 65% of distances of overall winner.

5.2. When the distance will be shortest as determined distance with rules, the scoring will be go by next formula:

- over 75% 1/1 of points
- 50...75% ½ of points
- less than 50% 0 points

5.3. For scoring of points on event must be registered min 1 driver in class. Any driver have a possibility for changing of class (with own risk) till ending of official time for administrative checking. After this is not allowed any exchanging of class or car. The minimum weight of car recon with real engine capacity (p 7.2 and 7.4).

3 best drivers of event in each class will be awarded with cups.

5.4. Point scoring for series in each race: winner have 10 p and 8th place have a 1 point by next formula: 10; 8; 6; 5; 4; 3; 2; 1.

Full points will be given, when in class were started min four (4) drivers.

From two (2) up to three (3) drivers in class, will be given 75% of points (7,5; 6; 4,5 points) and by one (1) driver 50% of points (5 points).

5.5. The Champion of series will be driver, how will collected more points with all races. The driver can start in different event also in different classes.

5.5.1. When 2 ore more drivers will be collected same number of points, the higher place in the Championship shall be awarded to:

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, the holder of the greatest number of second places,
- c) 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,
- d) If this procedure fails to produce a result, the higher place in the event will be awarded to the driver, who got more higher places in the qualifyings of the events.

6 BULLETINS, PROTESTS etc.

The organizers of series have right to make Bulletins (about sporting or technical rules) also during of season. These Bulletins must be published together with 1st race documents after the decision has made.

Protests about event results will be handled by Supplementary regulations of this event.

Protests about calculations of points must be address to ASN (his Racing Committee) of BaTCC leader-country during 30 days after announcing points calculation and will be handled in BaTCC Board.

7. TECHNICAL RULES

7.1. The cars must built on basis of GT- or Touring cars from normal trading systems and manufactured after 1970.

Cars in X1 class must be built by rules of Palanga 1000km Race and special requirements for open cars in theses rules. To X1 class belong also cars with biogas engine, according to Scandinavian STCC rules.

When the FIA homologated car or car from international mono-series have some point not accordance with theses rules, will be this question resolved the BaTCC Board.

All quoted points (articles) in theses rules are from FIA Appendix J.

7.2. The cars will be divided by engine capacity:

Class 1: -1600cm³

Class 2: -2000cm³

Class 3: -3000cm³

Class 4: 3000+ cm³

Class 5: X1

(diesel- and gasoline cars will be together in same calculation)

7.3. The quotient for turbocharged engine (so Otto- and diesel engines): turbo- 1,7 ; bi-turbo- 2,2; compressor with mechanical gear- 1,4. Turbocharged engine with capacity till 1400cm³ have quotient 1,4 (they will be belong to Class 2).

7.4. Weights. Minimum weight by engine capacity (car and driver with his full equipment, car with all lubricants and min 3 litre of fuel in fuel tank):

Class 1: 950 kg

Class 2: 1100 kg

Class 3: 1200 kg

Class 4: 1300 kg

Class 5: by Palanga 1000km rules or decision of BaTCC Board. Biogas cars by STCC rules.

7.5 Engine.

7.5.1. For Class 1-4: It is allowed to use any serially produced engine that the body model has been equipped with in serial production by car manufacturer (also in case, if the manufacturers of body and engine is different), also the other engine of the same car manufacturer (not concern).

7.5.2. Only serial production cylinder blocks and cylinder heads of the same make (manufacturer) shall be used. Upon calculation of the cylinder capacity, the value of shall be 3.1416.

7.5.3. The engine must be located in the original engine compartment.

7.5.4. If a car has a lubrication system which includes an open type sump breather, this must vent into a catch tank of at least 2 litres capacity.

7.5.5. The intake system is free.

7.5.6. The exhaust system is free, but must be located by Art.252.3.6. It is recommended using of catalytic element in exhaust system. Started at 2014 (?) it is compulsory.

7.6. The noise level for all classes is limited with 110dBA/ 3500 rpm (by FIA method; microphone 50cm/ 45 degrees at outlet of exhaust pipe) or by specially regulations in each competition site.

7.7. Transmission. Four-wheel drive is allowed, where this is used in original version of this model.

7.7.1. Allowed is gearbox with max. 6 forward gears. Reverse gear in working order is compulsory.

7.7.2. It is allowed to make necessary body changes in order to make room for the transmission. Safety and proper fastening have to be assured.

7.7.3. Otherwise the transmission is free.

7.8. Brakes. By Art. 252.10. and 253.4.

7.9. Wheels and tyres are free.

7.9.1. The any method for pre-heating of tyres in time of event is prohibited.

7.10. Steering. Four-wheel steering is prohibited; otherwise the steering is free.

7.11. Suspension. Active suspension systems are prohibited, as are all systems enabling the flexibility of springs, shock absorbers and the ground clearance height of the car to be controlled while the car is in motion.

7.11.1. Suspension parts made partially or completely from composite materials are prohibited.

7.12. Body. General for cars in classes 1-4:

Only passenger car bodies are permitted. Appearance of the cars must be proper.

Visible traces of rust must be removed and the car body repaired without weakening of the supporting structures and changing of the body design.

Lateral profile of the car body at the bonnet, windshield, roof, rear window, and boot lid must keep its original appearance after removal of spoilers.

Reinforcement of car bodies is allowed. Supporting body structures - propeller shaft tunnel, side panels, door pillars, roof, car floor and a/b/c-pillar - may not be made lighter. Modification of the car floor between the rear edges of the front wheels and the front edges of the rear wheels is allowed only for modification of the transmission, suspension or exhaust muffler, and the floor may not become weaker as a result of such modifications. Covering of the floor is allowed.

Decorative body parts, protectors, name plates, etc. may be removed.

Aerodynamic elements under the floor are allowed.

7.12.1. Windows. The windshield must be of original shape and consist of triplex glass or may be in polycarbonate on condition that its thickness is not less than 6mm and that its external surface is treated to resist wear.

The rest of the windows may be replaced by transparent polycarbonate (minimum thickness 3 mm) or other transparent material (minimum thickness 2 mm) that does not brake when folded. The driver must have certificate for this material. Is compulsory use clear protection film on the original windows of drivers and co-drivers door.

Tinting and covering with not visible material of the car windows in any way is prohibited, with the exception of the upper edge of the windshield (width: 150 mm), where advertising stickers or the like may be located.

7.12.1.1. Windscreen wiper. If the car has a windscreen, it must be fitted with at least one windscreen wiper which is in working order throughout the event.

7.12.2. Body parts, spoilers, bumpers, fender extensions, fenders.

When replacing spoilers and fenders, it is necessary to make sure that these do not touch the ground when both tyres on one side of the car are flat, with the exception of side curtains made of soft and flexible material.

The width of the car body may not exceed the original width of the body by more than 200 mm. The maximum width can be 2000 mm. The length of the car body may not exceed the original length of the body by more than 400 mm (including bumpers).

The front spoiler may not project further than the upper edge of the front wheel arch (including fender extension). The front spoiler may not project further ahead than 200 mm from the original body (original length), and the rear spoiler may not project further back than 200 mm from the original body (original length).

When viewed from above, any of the wheel assemblies must not be visible from under the fender (fender extension).

The rear wing may not stretch over the most outer part of the chassis/ bodywork in the side and roof directions on the roof. If the car is hatchback it is allowed to install a rear wing on the roof. Than the maximum height of the complete wing is then 400 mm, as measured on the roof at the centreline of the wing mounting.

7.12.3. The cars must have an inside rear view mirror and external rear view mirrors on both sides, the minimum surface of which shall be 90 cm².

12.4 Doors. Doors must remain safely closed during the race (mechanical fixation).

The driver's door must be upholstered; the upholstery may be original or replaced

with metal sheet (minimum thickness 0,5 mm) or with carbon panel (minimum thickness 1 mm) or with another fireproof material with minimum thickness of 2 mm. The locking mechanism of the driver's door must be allowed opening and closing of the door from both inside and outside. Each door must have only one door handle in outside and this must be clearly visible or indicated.

Other materials may be used in doors and door gaskets may be removed. Filling of drivers' doors inner space with energy absorbing material is recommended.

Stationary door (so-called NASCAR-door) is permitted; the min. dimensions of the window opening exceed 400mm in height and 800mm in length.

7.12.5. The driver should be able to exit the car independently in full equipment in max 7 seconds and in max 9 seconds from the side of passenger.

7.12.6. Cockpit. All mats, upholstery (except that of the driver's door), passenger seats and their fastening elements may be removed from the cockpit. All unnecessary components fastened by bolts and nuts may also be removed from the cockpit. Dangerous sharp edges or projecting elements are not allowed in the cockpit.

7.13. Safety prescriptions.

7.13.1. Lines, pumps and filters by Art. 253.3.1 and 253.3.2.

7.13.2. Additional fasteners by Art. 253.5.

7.13.3. Safety belts by Art.253.6.

7.13.4. Drivers seat by Art. 253.16.

The franchise:

- it is allowed using of seats in compliance with 8855/1999 FIA standard also 2 (two) years after valid date without authorization by the manufacturer.

- it is allowed fixing of seat supports for anchorage points with welding to body shell.

7.13.5. Extinguishers- extinguisher systems. By Art. 253.7.

7.13.6. Fuel tanks by Art.253.14.

The franchise:

- it is allowed use also fuel tanks by SFI standard 28.1 and 32.1

- it is allowed use also fuel tanks 2 (two) years after valid date without authorization by the manufacturer.

7.13.7. The drivers door net by Art. 253.11.

7.13.8. Safety cage by Art. 253.8.

Where the drivers crash helmet could come into contact with safety cage, must be the protective padding, comply with the FIA 8857-2001 standard, type A (see technical list no.23 „Roll Cage Padding homologated by the FIA“). The padding must be secured so that it does not spin around the barrel.

Minimum structure as follows: Specified drawings numbers are given according to FIA Appendix J Art 253.8 . (www.fia.com).

A. Basic structure: according to Art. 253. 8.3.1 (drawings 253-1, 253-2, 253-3)

B. Diagonal stabilisers: at least 2 diagonal stabilisers are obligatory (drawing 253-4 and 253-5 together or 253-7). Settings according to 253.8.3.2.1.1 directions.

C. Side protection structure: "X" shaped on both sides (drawing 253-9). Settings according to 8.3.2.1.2 directions. If the car already has side protection structures that are set according to drawings 253-10 or 253-11, then these are not necessary to change to be suitable to 253-9.

D. Roof reinforcement: according to c 8.3.2.1.3 directions (drawings 253-12; 253-13 or 253-14). One diagonal version according to drawing 253-12 is also allowed if its first part is fixed on the driver side.

7.14. Lights. Cars must be equipped with at least following operational lights:

- one pair of headlights (low beam), 55W, if using LED-s the luminous intensity has to be of same magnitude,
- one pair of taillights (red), 10W, if using LED-s the luminous intensity has to be of same magnitude,
- one pair of brake lights (red), 21W, if using LED-s the luminous intensity has to be of same magnitude.

7.15. Electrical system. It is free, but must have a circuit breaker by Art. 253.13. The driver, when seated normally with his safety belts fastened, must be able to shut the switch inside of car.

7.15.1. The battery must be securely fixed (Art.255.5.8.3). The “dry” battery must be completely electrical protected and “wet” battery must be completely protected inside a box made of insulating material.

7.16. Towing eye. All cars will be equipped with a rear and front towing device. It will be clearly visible and painted in yellow, red or orange. It must allow the passage of a cylinder with a minimum diameter of 60 mm and maximum diameter of 100mm. They must be capable of supporting a minimum traction force of 5000 N.

7.17. Ventilation. The cockpits of all closed cars must be fitted with a fresh air inlet and a used air outlet. The inlet cannot be connected with engine or fuel tank compartment.

7.18. Telemetry. The use of a “one way” telemetry is free. This means that the transmission of data and/ or signals from the car to an external installation is permitted. The transmission of data and/ or signals from an external installation to the car is NOT permitted.

7.19. “X1” class – experimental open or closed racing cars, built for the sole purpose of taking part in races on closed circuits. The driver in his normal driving position must be located on one side of the longitudinal centre-line of the car.

X1 class cars according their type must be comply FIA safety prescriptions prescribed for these types of cars.

Organizer takes a right to use additional requirements for these cars, for example:
reduce fuel tank capacity, air restrictors and additional weight.

In all cases the participant with new X1 car for series events must give to BaTCC Board technical specifications of the car: power output, weight, body or frame construction scheme or images until 1 (one) week before the start of event (opening of administrative check).

7.19.1. Engine capacity limitation for tubular frame and monocoque + tubular frame based X1 cars. Self-made and so-called low-cost kit cars without ASN or FIA homologation, no passed through the crash test and without crash box by FIA rules can use engines with limited capacity:

- engine up to 3000 cm³ (included the coefficients of turbo or compressor)

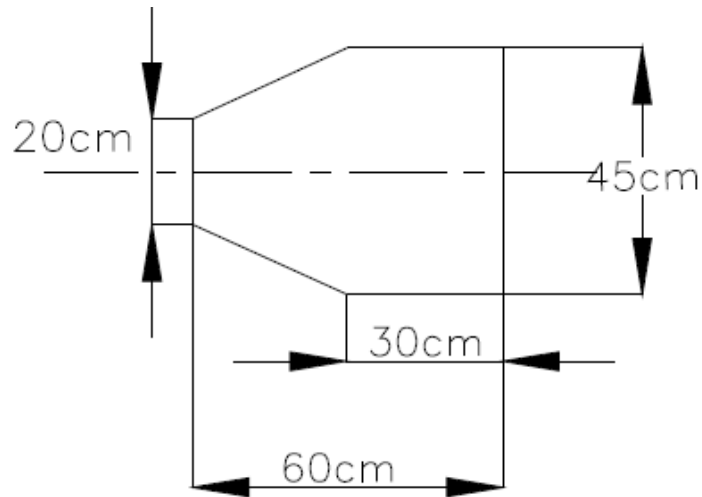
7.19.2. Open cars:

7.19.2.1. The car must have two foot wells, defined as two free symmetrical volumes on either side of the longitudinal centre-line of the car, each one having a minimum vertical cross-section of 750 cm². This cross-section must be maintained from the pedal faces to the vertical projection of the centre of the steering wheel.

7.19.2.2. The minimum width of each foot well is 250 mm and this width must be maintained over a height of at least 250 mm.

7.19.2.3. In open cars, the openings which correspond to the driver and passenger seats must enable the horizontal template defined in Drawing 259-2 in FIA Appendix J to be placed vertically within the cockpit, with the steering wheel removed.

It must be possible to lower the template to a point 150 mm below the lowest point of the cockpit opening.



Confirmed by EASU Circuit Racing Committee
14.02.2012