



GENERAL RULES AND RACE PROCEDURES 2021

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1. SERIES GENERAL

Baltic Drag Racing Championship/Cup is open-style racing series held in Baltic region. Racers from every country in Eastern-, Northern European and Scandinavian region can participate and become a category winner at the end of the season. The controlling and sanctioning body of the series is EDRA Timing & Safety Group. All rules and regulations will be created and published by Baltic Drag Racing Commission formed under the sanctioning body. All racing within this series will be done by following approved Baltic Drag Racing Series rules, Baltic Drag Racing Series Technical regalement, FIA (Federation Internationale De l'automobile) international sporting code and all Appendixes for international anti-doping regulations, SFI (SFI Foundation) Safety standards and well-known practice of good behaviour. All rulebooks and regalements must be approved by every race hosting country's ASN. Baltic drag racing series working language is English. All official rulebooks, bulletins, appendixes and other series related documentation will be originally published in English language. Unofficial translations of the rules set can be published also in hosting countries language.

1.1 RACING CATEGORYS

Cars and dragsters:

- SPORTSMAN ET (SET) - Bracket racing for cars. Elimination indexes between 20.000 to 15.000 sec. Sportsman ladder. Sportsman tree.
- PRO ET (PET) - Bracket racing for cars. Elimination indexes between 14.999 to 11.500 sec. Sportsman ladder. Sportsman tree.
- SUPER PRO ET (SPET) - Bracket racing for cars and dragsters. Elimination indexes between 11.499 to 7,500 sec. Sportsman ladder. Sportsman tree.

Category specifications and break-out indexes below

CLASS	LADDER	DEEP STAGE	STAGE RULES	TREE	QUAL. BY	Break 1/8	BREAK 1/4	MAX LADDER
SET (Sportsman ET)	FIA Sportsman	OK	YES	Fall 0,5	Dial In	9.600	15.00	16
PET (Pro ET)	FIA Sportsman	OK	YES	Fall 0,5	Dial In	9.599 - 7.300	14.999 - 11.500	16
SPET (Super Pro ET)	FIA Sportsman	OK	YES	Fall 0,5	Dial In	7.299 - 4.700	11.499 - 7.500	16

1.2 RACING LICENCES

- 1.2.1 All competitors must have a valid racing/competitors license. Licenses must be issued by competitors' homeland ASN federation. Every competitor must hold at least national grade license, which is valid in all EU countries or in race hosting country. When checking in, competitor must present the original license card with ASN start permission or issuers written and signed proof of the license validity. Copies, invoices or oral confirmations are not proof of the license validity. Valid European Health Insurance Card is recommended to all racers and can also be presented at race check-in.
- 1.2.2 In case of extreme violation of rules, the international Race Director has the right to take away racers license card and sent it and full incident report to the issuer for further investigation and punishment. The International Race Director does not have a right to suspend any licenses.

1.3 RACES

Baltic Drag Racing Series consists minimal of 3 races. All races will be held in Baltic states countries, Estonia, Latvia, Lithuania or any neighbouring country, which share land or sea border with named Baltic countries. Race distance can be 1/4 mile (402.33 meters) or 1/8 mile (201.16 meters) depending on the state of the track. Races can be held as one part of hosting countries national race or separate race event.

1.4 POINTS CALCULATION

- 1.4.1 Points will be awarded by qualification and elimination rounds results.
 - 10 points will be awarded to all drives, who pass technical scrutineering.
 - 10 points will be awarded for all drivers, who have managed to do at least one qualification run and have at least some form of result for this run registered in the timing system database.
 - 50 extra points will be awarded to drivers, who have participated in all 3 Baltic Drag Racing Series events.
 - If the event is cancelled before eliminations, all qualified competitors will be awarded 20 points in addition to qualifying points.
 - A competitor, who is disqualified is awarded all earned points up to the disqualification if not otherwise decided by International Race Director or Baltic Drag Racing commission.
 - If the event is cancelled between elimination rounds, all in the ladder remaining competitors will be awarded next round's loser points.

1.4.2 Qualifying positions earn points as follows:

QUAL. POSITION	POINTS
1	25
2	15
3	14
4	13
5	12
6	11
7	10
8	9
9	8
10	7
11	6
12	5
13	4
14	3
15	2
16	1
17-64	0

1.4.3 Elimination rounds loser points will be awarded as follows:

FIELD SIZE	ROUND 1	ROUND 3	ROUND 3	FINAL R/U	WINNER
2				20	40
4	20			40	60
8	20	40		60	80
16	20	40	60	80	100

1.4.4 All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one category to another.

1.4.5 If more than one competitor should have equal points at the end of series, the finishing order is decided by the following order and rules:

1. Competitor with most wins in events.
2. Competitor with most won rounds at series events.
3. Lottery.

1.5 ENTRY FEES AND PRIZE MONEY

The exact price of entry fees will be appointed by the race organizer. Maximum entry fee for one event is 100 euros. 70% of all series entry fees will be collected to a bank account appointed by the Baltic Drag Racing Commission. 50% of this collected money will be put to the annual prize fund. The other half of this money will be used for keeping the administration part of the series running and for race winner's trophies. Prize fund will be used to be given out to 3 best racers in every category, in the end of the season. Collected prize fund will be divided as follows: 1-st place 50%, 2-nd place 35% and 3-rd place 15%.

Baltic Drag Racing Commission will work hard to find additional sponsors in order to increase the prize foundation even more.

1.6 BALTIC DRAG RACING COMMISSION

Baltic Drag Racing Commission is formed by members of every race hosting countries representatives. All members must be competent and tightly related to Drag Racing. Maximum of 2 members of each country is allowed. The commission will hold at least 2 eye-to-eye meetings for one year. One meeting must be held before the season starts and the other one during off-season time. All other meetings and discussions will be held via e-mail, Skype or any other electronic communication channels available. The commission will elect a commission leader for next one-year period, amongst the members during every off-season meeting. Current and active leader can be re-elected for next season. Every member has the right to appoint the new leader prior to the off-season meeting. The main goal of the commission is to create, improve and maintain general, technical and safety rules of Baltic Drag Racing series. The other important task of the commission is to grant fair racing and good communication between racers, organizers, other hosting countries and persons and companies involved. Baltic Drag Racing Commission holds all the official commercial rights of the series.

Active commission for period 04.11.2020 to 04.11.2021

Commission leader: Kristjan Veedler (EST)

Commission members: Kädly Pöld (EST)
 Elina Salina (LAT)
 Elina Kaska (LAT)
 Jonas Žydelis (LT)
 Tomas Liutinskis (LT)

Technical work group:

Work group leader: Jonas Žydelis (LT)
 Sandris Vāvernieks (LAT)
 Mati Pöld (EST)

1.7 ORGANIZER INFO

- 1.7.1 If the Baltic Drag Racing Series race is held as one part of another racing event, the hosting countries' national championship or cup holds priority right before Baltic Drag Racing Series. All other series or categories follow as local race director or organizer decides.
- 1.7.2 Race organizer will provide free accommodation, food and access to all race areas, for at least 3 persons appointed by the Baltic Drag Racing Commission. Those persons will most likely be the international race director of the series and technical delegate and a member of jury.
- 1.7.3 Organizer and the series sanctioning body will sign a contract, which sets and explains all details and rights of both sides.
- 1.7.4 Rescue resources must be discussed with and approved by the Baltic Drag Racing Commission.
- 1.7.5 Timing equipment will be inspected by the representatives of the commission prior to the race in the same layout and setup that it is intended to use.
- 1.7.6 Chief starter of the event must be approved by the Baltic Drag Racing Commission.

2. RACE PROCEDURES

2.1 GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Baltic Championship or Cup undertake, on behalf of themselves, their employees, crew members and agents, to observe all the provisions of the International Sporting Code (the Code), the Drag Racing Regulations, FIA European Drag Racing Championships Sporting Regulations and present Baltic Drag Racing regulations.

2.2 BALTIC CUP COMPETITION NUMBERS

Each driver must have a current Baltic Championship or Cup competition number. Competition numbers should be applied for 30 days before taking part in any event at: info@balticdragracing.eu All contestants are required to display a permanent driver number at all Baltic Championship or Cup events. Numbers are issued to drivers only and are available from Baltic Championship and Cup Commission. Racers must have a separate number for each eliminator category. In the Baltic Championships, a driver may use a number from 1 to 999. Driver's competition number and class designation must be displayed in a legible manner, on both sides of the vehicle, in a contrasting

colour to the vehicle's background colour, or light colour on windows, in a prominent position, and be clearly visible to the tower personnel. Class and numbers must be in the form of permanent decals, paint or sticker. The use of shoe polish in any form is prohibited. Number stickers will be provided by BDRC and will be handed over at race check in.

2.3 TOW VEHICLE

Any vehicle used as a tow vehicle must have the driver's Competition Number displayed on the tow vehicle. Limit of six (6) crewmembers in push/tow vehicle. Crewmembers must be inside cab or completely inside bed or truck, not to be seated on tailgate, standing on running boards, or otherwise not completely inside vehicle. Generators or other external power supplies, extension cords, support equipment other than the tow vehicle, etc. are prohibited outside the pit area. Once a race vehicle leaves the pit, it must be in race-ready condition, and the only support equipment permitted is the tow or push vehicle until the vehicle returns to the assigned pit area (exceptions for engine start-up equipment needed).

2.4 TWO-WAY RADIO COMMUNICATION

The use of two-way radios for the purpose of voice communication between driver and crew is acceptable in all classes. Telemetry may in no way be used for gathering data or performing control functions. When radio is mounted in driver's compartment, must be secured in holder by some type of strap or device when car is moving.

2.5 WARM-UPS

2.5.1 It is mandatory that a driver be seated in the car in the normal driving position anytime the engine is running, unless coupler or driveline is removed from vehicle. The practice of trans brake testing, converter stalls, line-lock testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jack stands. Non-compliance is grounds for exclusion.

2.5.2 DRAGSTER & FUNNY CAR-type bodies cars: When starting this category of vehicle in the pit area the car must be fully within the assigned space. NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF YOUR TRAILER. Race teams may not back car out of pit space to start the engine. When occupying the "end spot" pit space, or if the neighbouring

trailer does not completely shield your car, it is mandatory to park a tow truck/car alongside the race car while the engine is running.

2.6 CAMERAS AND ON-BOARD FOOTAGE

One camera permitted unless the Race Director grants permission for additional cameras. The camera may not be intentionally directed at the racer in the other lane. Video may not be transmitted in any means or manner. Incident video may not be transmitted under any circumstances. No video monitors permitted in or on the car. Video may not be used in any way to determine track position in real time. The camera must be securely attached to the vehicle with appropriate fasteners and secured with a cable or similar device to prevent falling on the track, in case of coming loose. For all vehicles, attachment to the driver, the driver's helmet, or the steering wheel/handlebars prohibited. Images from any camera permitted under this section may be used for competition/analytical purposes only. The Organizer has a right to use competitor's footage to analyse race incidents or with agreement with competitor to make promotional videos.

2.7 APPAREL

Each member of a participant crew must be fully attired when present in the staging, starting and competition areas of the racetrack. Closed shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class.

2.8 APPEARANCE

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the scrutineer. The appearance of personnel attending contestant vehicles is equally important and is subject to the same considerations.

2.9 BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. All burnouts will be performed only after the starter's permission. If a contestant's car should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts. The braking chutes security pin must be removed before the burnout.

2.10 PRE-STAGE

Once in the final staging area, all pre-race crew procedures must be complete. No crew member may touch or perform any function on the vehicle when in this zone. Procedures such as the following must be completed prior to staging (i.e.: lining up vehicle after burnout; removing breaking chute pins; wiping tires; injector/ engine adjustments; securing roof hatch; adjusting wheelie bars; etc.).

2.11 STAGING

2.11.1 Staging is only allowed after starter's permission. In case staging fails, i.e. the vehicle moves over the starting line, the competitor must back up behind the stage and pre-stage beams and start from the beginning after starter's permission.

2.11.2 Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. In order to be a legitimate race winner, a contestant's car must self-start and self-stage. This rule also applies to single runs. Staging must be done under the vehicle's own engine power. Push-starting or push-staging a vehicle is prohibited. The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of their vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicles position. The practice referred to as "deep staging" (staging with the "prestaged" light out) is permitted. THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGED TO STAGED POSITION.

2.11.3 A reasonable amount of time will be permitted for driver to stage. The time limit will be determined in the sole and absolute discretion of the Official Starter. Failure to stage upon the Starter's instructions is possible grounds for exclusion. After proper staging and receiving the Starter's signal to go, it is not permitted to re-stage for a second time. Any driver leaving the starting line before the start system is activated, including drivers on a single run, will have their time disqualified for the run.

2.12 QUALIFYING

2.12.1 In order to constitute an official qualifying attempt, all cars must self-start and self-stage. A contestant cannot drive more than one car in the same category at the same event. For all categories of competition, including ET classes, and individual vehicle cannot be used

for multiple entry. Vehicles must remain in the same category entered, with one registered driver for the duration of the event.

2.12.2 If weather conditions or other event delays should disrupt the posted lane rotation for qualifying runs, the Stewards of the meeting have the option of reassigning lanes as necessary for remaining runs. Every effort will be made to see that qualifying contestants have the opportunity to run in each lane. If a driver or drivers, due to circumstances beyond their control, cannot make a valid qualifying run, then the stewards of the meeting have the option, at their sole discretion, or placing that driver or drivers onto the qualifying list following all other qualified drivers. If there are more than one such driver, then the order in the qualifying list will be determined by current point standings. Such a situation can occur if there is an error in the timing system during a qualifying attempt, if the driver is forced to abort the run due to another driver losing control of his vehicle in the other lane, or in the event of adverse weather conditions.

2.12.3 In categories Sportsman ET, Pro ET and Super Pro ET qualification takes place in accordance with the index the competitor has determined himself. A competitor racing closer to his index will be awarded the better qualifying position. Results faster than the index will be placed at the bottom of the qualifying list. Index can be changed between rounds.

2.13 LADDERS

Pairings are based upon established FIA ET HANDICAP AND SPORTSMAN. "Ladder" charts. Ladder types used will be appointed by category rules. Maximum size of a ladder in any category is 16 car/bike field. https://www.fia.com/sites/default/files/regulation/file/ladder_ET_Sport.pdf

2.14 SOLO RUNS

In situations where a driver is making a single run, he is considered the winner once he stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane choice determination.

2.15 ALTERNATES

2.15.1 Once qualifying has been concluded and a ladder has been established, pairings will not be changed. However, should a qualified car and driver be unable to make the first round

of eliminations (not reach the bleach box), an alternate will be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non-qualifier the next available space and so on. When and if this happens is at the sole discretion of the Clerk of the Course of the meeting. First round points and cash awards will be kept by the qualified driver. His car must be on the racetrack premises at the time the first round commences.

- 2.15.2 The awards paid to the original qualifier will be deducted from the cash awards paid to the alternates. If an alternate driver is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.

2.16 LANE CHOICE

- 2.16.1 In qualification runs the lane choice is free with the condition that the competitor performs at least one run on each lane. The competitor with the better qualifying result gets first-round lane choice.
- 2.16.2 In following elimination rounds, lane choice goes to the competitor with the best ET from previous round. The solo pass results are accounted when it was not faster than the category or vehicle safety index.
- 2.16.3 In all other categories, competing drivers are to determine lane choice by a coin flip, or by random draw lane assignment.

2.17 EXCLUSION, SUSPENSION, DISQUALIFICATION

- 2.17.1 One of the rarities is the situation in which two cars are excluded during the same elimination race. In most cases, both offending contestants are excluded. Those situations include: both drivers crossing the boundary lines.
- 2.17.2 Should a driver receive a red-light foul start, and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane boundary crossing violations, it is considered an exclusion when any portion of a tire completely crosses the painted or imaginary line surface. If the boundary lines were crossed or not, will be left to the discretion of the acting starter. In cases where both opponents cross the centreline or outside line, both drivers will be excluded. In situations where multiple boundary lines are utilized, the line

directly adjacent to the competitors racing lane will be used for reference. Anytime it has been judged that excessive braking has resulted in loss of control as to cause contact with the guardrail, light fixtures, or crossing the centre boundary lines – INCLUDING PAST THE FINISH LINE – the contestant will be excluded. Intentional crossing of boundary lines to leave track or avoid depositing debris on track is not grounds for exclusion.

- 2.17.3 Should both drivers of a race leave before the start system is activated, the driver leaving the start line first is excluded. If it not possible to determine which driver left first, both drivers will be excluded.
- 2.17.4 Additional grounds for exclusion, fines, suspensions, and/or expulsions are:
- 1) contact with guardrail, barriers, or any other track fixture (rubber cones when used are considered visual aids, not fixtures);
 - 2) unsportsmanlike conduct, improper language, or conduct detrimental to racing;
 - 3) any condition considered unsafe, unfair, or out of order. If a driver is excluded during competition for any reason prior to the actual start of a race, he cannot be reinstated.
- 2.17.5 Any driver and/or pit crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine and/or revocation of competition privileges.
- 2.17.6 Notwithstanding any other provision of this Appendix, participation in any program conducted by or in conjunction with FIA is conditioned upon being in good standing with FIA. Any person found guilty of drug related offenses is subject to such disciplinary action as FIA shall determine appropriate in its sole and absolute discretion, including but not limited to immediate expulsion from FIA and a termination of his/her good standing. Such person may be immediately excluded from all FIA programs and may not be eligible for titles, prize money or other awards which have not already been bestowed, as shall be determined by FIA. Further, any annual awards which might be granted may be made contingent upon maintaining good standing with the FIA through the year following the annual award, if so, determined by FIA. Further still, any person who shall be facing prosecution for a drug related offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he/she shall not have been found guilty for such offenses during the year following the award of such prizes if so determined by FIA.
- 2.17.7 Refer to FIA International Sporting Code, Articles 12, 13 and 14 regarding penalties, protests and appeals.

2.18 PENALTIES

2.18.1 Competitor may be penalized in the following cases:

- The competitor ignores and does not comply with the requirements in this event regulation.
- Changes are made on the race vehicle after scrutineering which makes the vehicle not compatible with the regulations.
- The competitors clothing and safety equipment does not comply with the safety regulations. The vehicle does not comply with the safety regulations or has run faster than the present safety equipment allows.
- Burnout outside the designated area. Starting/warm-up/tuning of the engine without the driver in the driver's seat.
- The competitor is found under the influence of narcotics or alcohol. The legal limit is 0,0%.
- Failure to follow the speed limits outside the track. Driving the opposite direction on the track.
- Unsportsmanlike conduct and/or causing an emergency situation.
- Competitor crosses the centre line of the track and continues to accelerate (won't throttle back) and causes damage to the timing system or when the competitor causes damage to the timing equipment more than once during one event or his fault is established, the damage must be compensated. Every damaged sensor costs 320 EUR.
- If the vehicle leaks oil (and the car has no engine diaper), coolant or braking fluids to the track more than once during the event, the competitor is required to pay a fine of 160 EUR.
- If the competitor opens the nitrous bottle before burnout.
- The competitor ignores the warnings and cautions of the judges or officials.
- Breach of the Pit Silence rules.

2.18.2 The competitor will be dropped from the eliminator but will retain his current standing in final results in the following cases:

- Late arrival to the starting area.
- False start, red-light. In case both competitors make a false start, the lesser violator will be the winner.
- Crossing the centre or outside border line or crossing the imaginative middle line or exiting the track. Exceptions is the avoidance of an obstacle; in which case a rerun will be offered.

2.18.3 Other conditions:

- Competitors and their crew, who are consuming alcohol or are under the influence of narcotics, are not allowed on the territory of the event and must leave (incl. the pit area) upon the request of a judge or organizer.
- All competitors are required to follow the rules and general standards of good behaviour.
- Competitors and crew members may be in the starting area immediately prior, during and until the end of the run. When they are there any other time and disturb the course of the event, the respective competitor shall be punished. First time is a warning and the second time is some other penalty.

2.18.4 Penalty may be:

- Warning

- Exclusion. The exclusion may result in annulment of already earned points in accordance with severity of the penalty. The decision on annulment will be made by the jury or, alternatively, the race director.
 - Ban, disqualification, suspension of competitor license.
 - Other penalties provided within this regulation.
- 2.18.5 The decision on the penalty and the nature of the penalty will be made/decided by the race director of the competition, approved by the judge of fact or jury, if needed the Baltic drag racing commission.

2.19 PROTESTS AND APPEALS ACCORDING TO FIA INTERNATIONAL CODES

- 2.19.1 Protests must be made 30 minutes after publication of results of qualifications or elimination rounds. For appeal the competitor will pay a protest fee and present a written form protest to the race director.
- 2.19.2 Protest fee is 100 EUR: Appeal fee concerning the technical requirements of the vehicle is 500 EUR.
- 2.19.3 When the protest is settled in the favour of the protest maker, the protest fee is returned.
- 2.19.4 Protest against the race director can be made within three days after the race to the Baltic Drag Race commission. Protest(s) against the race director will not lead to the changes in the results.
- 2.19.5 Later appeals against the Baltic Drag Race commission`s actions can be made to the race hosting county`s ASN, not later than 14 days after the commission`s last decision is published.

2.20 TIMING EQUIPMENT

- 2.20.1 A full electronic timing system is required, incorporating a handicap facility, individual Elapsed Time and Terminal Speed details for each lane, accurate to .001 second and .01 mile per hour (.016 km/h) respectively.
- 2.20.2 A full "Christmas Tree" starting system should be used, with three amber lights.
- a) Christmas Tree
- * Distance from Guard Beam to tree: 40 feet. (1220 cm)
 - * Height of tree: 95 inches (241 cm) from ground to centre of pre-stage or 84 inches (213 cm) to centre of top Amber (standard tree); or, 87 inches (221 cm) to centre of top Amber (Compulink Blues LED tree). Note: tree distance/height may need to vary somewhat due to established starting line 'groove' spacing from actual centre of lane.

- b) Pre-Stage Beam: Located 7 inches (17.8 cm) before the Stage Beam. Its only purpose is to show the competitor that the vehicle's front wheel is approaching the Stage Beam.
- c) Stage Beam: Located 13 3/8 inches (339.7 mm) before the Guard Beam, it indicates that the vehicle is in the correct position for the start. The Stage Light should activate when the leading edge of the vehicle's front wheel breaks the Stage Beam. The Stage Beam also serves to start the ET timers as the wheel clears the beam and activates the red "foul" light in the event of the wheel clearing that beam prior to the green light showing.
- d) Guard Beam: Ensures that no vehicle has an excessive amount of roll-out (movement required to leave the Stage Beam). If the Guard Beam is broken at the same time as the Stage Beam, and the starting sequence has been initiated, the timers and the red "foul" light will be activated if the green light is not showing.
- e) Finish Line Beam: The Elapsed Time Beam is located at the Finish Line.
- f) Speed Traps: These are located 20 meters prior to and at the Finish Line in each lane.
- g) Photocell Heights: Ideally, light sources should be mounted as close as possible to the level of the track surface with the filament in the vehicle position. The rollout at the Start Line should be equal for both lanes, and all beams should be parallel.

2.21 RACE OFFICIALS

All race officials will be appointed by the race organizer according to hosting country's local rules. Baltic Drag Racing Committee will appoint 3 persons to supervise the Baltic international part of the race.

The 3 persons would be:

- International Race Director – Person who steps into race directors place while running international Baltic series categories. Will conduct the pre-race timing equipment and track inspection. Has power only over the international series issues, but he remains the right to halt the race at any time, when sees a possible dangerous situation about to happen.
- Technical delegate – Will observe or conduct pre-race technical scrutineering on Baltic series race vehicles. Advises and helps the International Race director on Technical issues.
- Secretary – will verify the validity of all Baltic series racers licenses and all other documents. Creates necessary paperwork's on bulletins and in case of protests. Will help and advise the International Race director. Will keep an eye on possible financial issues.

All other officials and track crew will be appointed by organizer. Chief starter or starter who is working during Baltic international categories, must be approved by the Baltic Drag racing committee. The 3 representatives will also form a jury for Baltic International part of the race and have no power over the rest of the local race.